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**EIC-Searcher identified “potential references of interest” are selected based upon their apparent relevance to the terms/concepts provided in the examiner’s search request.*

I. Potential References of Interest

A. Dialog

25/3,K/2 (Item 2 from file: 350)

DIAL.OG(R)File 350: Derwent WPIX

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0011232386 *Drawing available*

WPI Acc no: 2002-171855/200222

XRPX Acc No: N2002-130616

Physical commodity trading system for trading electronic commodities by providing electronic trading center for world markets importers, exporters and intermediaries

Patent Assignee: LERNER J A (LERN-I)

Inventor: LERNER J A

Patent Family (4 patents, 91 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
WO 2002006921	A2	20020124	WO 2001US22534	A	20010718	200222	B
AU 200175967	A	20020130	AU 200175967	A	20010718	200236	E
US 20020120555	A1	20020829	US 2000219023	P	20000718	200259	E
			US 2001907450	A	20010718		
AU 2001275967	A8	20051013	AU 2001275967	A	20010718	200611	E

Priority Applications (no., kind, date): US 2000219023 P 20000718; US 2001907450 A 20010718

NOVELTY - Parties using communications and data exchange around the world include news feeds (202), price quote funds (204), commodity brokers and traders (206), **freight** providers (208), **futures** brokers (210), producers, exporters and importers (112), financial service providers and institutions (214) and speculators (216).
DESCRIPTION - The system aggregates valuable market information, market participants and trading tools to provide everything needed for end-to-end transactions in a physical marketplace.

INDEPENDENT CLAIMS are included for

1. a method for providing commodities trading over the Internet
2. a method of establishing an electronic commodities marketplace.

USE - Trading physical commodities.

ADVANTAGE - Adapting system to all physical commodity markets.

DESCRIPTION OF DRAWINGS - The drawing shows the system

200 News feeds

204 Price quote funds

210 Futures brokers

214 Financial institutions

method and system for an electronic commodities trading marketplace along with ancillary tools provide an electronic trading center for world market commodity importers, exporters, and the intermediaries and processors between them. This trading center is offered through its website centered around a 24-hour exchange that provides trading markets for commodities such as coffee, sugar, cocoa and cotton. The scalable system provides aggregated third party services linked to both front and back office operations. These services can include items such as live futures quotes and real-time news, futures brokerage, banking and finance links and resources, and a suite of applications tailored to members' specific risk-management and end-to-end contract execution needs. The system also provides access to shipping related services such as freight brokerage, direct booking for liner transport, load

and discharge supervision and laboratory testing.

Claim: What is claimed is:

1. 1. A method for providing commodity trading over the Internet comprising the steps of:
providing a trading engine configured to:
 receive a plurality of orders, each order associated with one of a plurality of traders,
 identify a pair of matching orders from among the plurality of orders, and
 automatically execute the matching pair without requiring manual intervention by a trader;
receiving information relating to at least one of news, securities prices, weather impacting the
commodity trading;
providing a portion of the received information to one or more of the traders.
establishing communications links with one or more banks involved in commodity transactions and
one or more financial institutions;
permitting the traders to have access to one or both of banking services and financing services over
the communications links; and
providing the traders with access to external or internal service providers related to completing the
execution of the matching pair.

24/3K/2 (Item 1 from file: 349)

DIALOG(R)File 349: PCT FULLTEXT

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01253131

**ELECTRONIC MARKETPLACE FOR TRADING CREDIT DEFAULT SWAPS AND OTHER
FINANCIAL INSTRUMENTS, INCLUDING A TRADE MANAGEMENT SERVICE SYSTEM**

Patent Applicant/Patent Assignee:

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US)

Legal Representative:

MELORO Thomas J et al(agent)

Kenyon & Kenyon, One Broadway, New York, NJ 10004-1050; US;

	Country	Number	Kind	Date
Patent	WO	200559843	A2-A3	20050630
Application	WO	2004US41870		20041213
Priorities	US	2003529151		20031212

SUMMARY OF THE INVENTION

An exemplary method and system of the present invention is for providing electronic-based credit trading that integrates pre... ..class to instantiate a manager class, invoke the manager class to instantiate a query manager class, and invoke the query manager class to perform a **trade query** for pending data regarding 1 0 at least one of the individual trade and the collection of trades.

Figure 29 shows an exemplary state transition or workflow, in which a trade's... ..as, for example, a refresh of reference data or the addition, update or cancellation of interests. The trade and price logs may include filters to

limit the display content.

An order book may be provided to view and manage open and cancelled orders. In particular, orders may be viewed, updated, and held based on... ..user may have only one execution screen of any type open at any given moment in time. Company site or trader fields may not be displayed or require entry for traders. Only brokers may see or enter the site name. Nontraders (brokers and other client-site users) authorized to act on behalf of traders may see or enter the trade. The interest identification may... ..details by customer or currency, a brokerage summary by date or transaction identifier or customer ID, and a trade or customer blotter by trade date. Access to reports may be controlled by user permissions. For example, reports may be limited to users of brokerage institutions and each report may have a parameter to limit the output to transactions for a particular brokerage...It is the highest level of product classification. Asset classes may include, for example, equity, debt,

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currency (FX), money market, metals, energy, weather, and freight. Credit derivatives, for example, may be classified under debt.

24/3K/7 (Item 6 from file: 349)

DIALOG(R)File 349: PCT FULLTEXT

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00880985

**METHOD AND SYSTEM FOR CREATING MARKETPLACE VISIBILITY AND ADMINISTERING
FREIGHT SHIPMENTS USING FUZZY COMMODITY TRANSPORTATION INSTRUMENTS**

Patent Applicant/Patent Assignee:

TRANSTIS LLC

6 Internstional Drive, Rye Brook, NY 10573; US; US(Residence); --(Nationality); (For all designated states except: US)

Patent Applicant/Inventor:

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Legal Representative:

GROSSMAN Jon D(et al)(agent)

Dickstein Shapiro Morin & Oshinsky LLP, 2101 L Street N.W., Washington, DC 20037-1526; US;

	Country	Number	Kind	Date
Patent	WO	200215083	A1	20020221
Application	WO	2001US25093		20010813
Priorities	US	2000225755		20000813

Detailed Description:

...offers are measured by mode, market, and lane and optionally accessorial services.

[0015] In yet another aspect, the invention provides a computer system for trading transportation futures, including receiving into a staging area a plurality of dissimilar bids for shipping goods, receiving into the staging area a plurality of dissimilar offers for... ..creating underlying contracts to support the trading of the transportation future instruments.

[0016] In yet another aspect, the invention provides a computer system for trading transportation options on

futures, including receiving into a staging area a plurality of dissimilar bids for options on **futures** for **shipping** goods, receiving into the staging area a plurality of dissimilar offers on options on **futures** for transporting goods, sorting the **shipping** bids into a set... ..staging area to create a bid-ask marketplace for transportation option on future instruments, creating underlying contracts to support the trading of the option on **futures transportation** instruments, and bi-directional communication links

6

coupled the computer system to the futures and options computer systems to create price consistency and to facilitate...mode, market, and lane, further described below. Additionally, each transportation instrument may have a bid and ask price and an amount available at those prices.

Mode

[0036] TransisLink supports **many different modes** of **transportation**. Available modes include but are not necessarily limited to dry van, refrigerated/temperature controlled, flatbed / specialized, liquid bulk, dry bulk, and intermodal (combination).

Offered shipments...be tendered as either a gross rate per mile or a gross price.

Lane miles: 900

3PL fee: \$125 (set by the 3PL managing the **shipment**)

Proceed in 0 Le of **Two** CQW-mms

(**Method** 1) (Method 2)

Enter: GEMS s -P r -ic e Gross Rate per Mile

\$1)035 \$1.15

Calculate: Net Price to Carrier Extended Gross...for a limited time period are automatically removed by the TransisLink system when the time period is reached.

[00591] Shippers may be willing to use **more than one mode** of **transportation** to **transport** a load. A shipment may be tendered at one rate for expedited two-day delivery by truck, a lower rate for normal three-day delivery...

Claims:

...end of that time period.

9 The brokering method of claim 1, further comprising:

maintaining said contingent bids or contingent offers to be open across **multiplemodes**, lanes or markets of **transportation**, whereby upon first acceptance at a specific mode, lane or market; removing the remaining contingent bids or contingent offers across all other modes, lanes and... ..end of that time period.

29 The computer system of claim 18, further comprising:

maintaining said contingent bids or contingent offers to be open across **multiplemodes**, lanes or markets of **transportation**, whereby upon first acceptance at a specific mode, lane or market; removing the remaining contingent bids or contingent offers across ...a set of objective and subjective criteria;andcreating an underlying contract to support said transport of the shipments.

38 A computer system for trading **transportation futures**, comprising:

receiving into a staging area a plurality of dissimilar bids for shipping goods; receiving into said staging area a plurality of dissimilar offers for ...ask marketplace for transportation option instruments; andcreating underlying contracts to support the trading of said transportation option instruments.

40 A computer system for trading **transportation options** on **futures**, comprising: receiving into a staging area a plurality of dissimilar bids for options on **futures** for **shipping** goods;6)receiving into said staging area a plurality of dissimilar offers on options on **futures**for transporting goods;sorting said **shipping** bids into a... ..staging area to create a bid-ask marketplace for transportation option on future instruments; creating underlying contracts to support the trading of said option on**futures****transportation** instruments, andbi-directional communication links coupled said computer system to the futures and options computer systems to create price consistency and to facilitate inter...

24/3K/13 (Item 12 from file: 349)
DIALOG(R)File 349: PCT FULLTEXT
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00785146

FINANCING OF LARGE CAPITAL ASSETS
FINANCEMENT D'ACTIFS IMMOBILISES IMPORTANTS

Patent Applicant/Patent Assignee:

NBG INTERNATIONAL

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GB(Nationality)

Inventor(s):

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	Country	Number	Kind	Date
Patent	WO	200118671	A2	20010315
Application	WO	2000IB1385		20000908
Priorities	US	99391711		19990908

Detailed Description:

...of the fleet to generate cash to pay the investor.

Investors are given the opportunity to hedge their exposure to the shipping market, through existing **freight-rates futures** contracts, such as BIFFEX contracts.

A security of this form facilitates financing of certain kinds of risky capital 1 5 assets, such as global ocean...of the security, coupon, or principal payment can be computed using the appropriate formula from above, discounted to present value. Because there is an active **futures** market on the **freight** rates index, a suitable approximation for the future value of it can be obtained by using the price of the closing price of the relevant futures contract. If the time t of the payment falls between the expiration dates of two **freight rates futures** contracts, the value of it can be derived by linear interpolation between the two futures contracts. For instance, if t falls m days after one...

...the future value of the index at time t plus n
days
8

If time t does not fall between the expiration dates of two **freight rates futures** contracts, then the parties may agree to an estimate of the value of the index at time t.

If the return-of-principal payment is ...time the security is issued (io)
the value of the ferrous scrap index at the time the security is issued (SFo)
the value of any **freight rates futures** contract that is outstanding
the risk free rate of interest for the relevant maturity (RF)
the market risk co-efficient (b)

Communications links receive information...the regression formula between second-hand values and freight rates)

ii. Continuously download freight rates indices (e.g., BFI, BPI and/or BIFFEX) (step 608), **freight rates futures** contracts (step 610), ferrous scrap index data (step 612), and interest i ate data from an

I 0 external link to a market news source... ..of historical data, default tables or data on the credit worthiness of issuers based on the rate of default.

The system can also accept experimental **forecasting data** to calculate whatif scenarios. To run this operation,

actual database data are available to the system users in a read-only basis. A user inputs...

B. Additional Resources Searched

1. Bing.com

Search: "freight futures trading market"

<http://www.exchange.imarex.com/>

Description From Wikipedia:

"The **International Maritime Exchange** or **Imarex** is an Oslo-based exchange for trading of maritime-related derivative contracts. It started trading tanker ocean freight futures contracts in 2001, followed by dry cargo freight futures contracts in 2002. All futures contracts are cleared by the Norwegian Futures and Options Clearing House (NOS). Imarex and NOS have merged and are both owned by Imarex ASA (formerly know as Imarex NOS)."

Restricts access to data:

<http://www.exchange.imarex.com/trading-at-imarex/category588.html>

"The screen is also available with "View Only" capability for members companies or companies which are in the membership process."

2. Nexis

Lloyd's List
December 19, 2002

Freight Derivatives - Imarex set to publish daily forward prices

SECTION: Pg. 4

LENGTH: 584 words

Distribution channels to be quickly widened to boost FFA market, writes Neville Smith

ONLINE freight derivatives trading platform Imarex is to begin publishing daily forward prices in an effort to drive the FFA market forward.

Prices will be available initially to Imarex members but managing director Tom Evan Mortensen says distribution channels will be widened quickly. "Our wish is to make the market more visible, to give people a useful tool to let them see what is happening," he said.

The Oslo-based exchange wants to bring transparency to the forward curve - a projection of future freight rates based on FFA price data - and thus increase interest from traders.

Mr Mortensen says the freight derivatives market needs an independent and objective representation of the forward curve. Imarex will publish a forward curve for nine tanker and seven dry cargo routes.

"The Imarex curve has been developed to meet the demands of principals to mark-to-market their transactions, and to comply with the existing industry standards in accounting and risk management," he said. He hopes the resulting market indicators will in time add volume to the nascent freight derivatives market.

The Imarex curve is based on trading data from the exchange and over-the-counter market, with input from principals and brokers on each of the major routes.

Since the data is collected from a number of sources, Mr Mortensen stressed that the curve should be treated as an assessment rather than a cast-iron value. The price-setting procedures have been developed for the freight derivatives market, but are in large measure based on standard methodologies used by other commodity exchanges.

The prices are used daily to mark-to-market and margin all transactions traded on the Imarex exchange.

The availability of reliable market data has shown itself to be key in increasing trading volumes in other markets, added Mr Mortensen.

"We are doing what has been done elsewhere in creating awareness in a young market. All contributions will be governed by the rules and procedures of the exchange."

These rules have already been accepted by 35 energy, trading and shipping companies in the tanker and dry cargo sectors.

Transparent forward pricing - as well as better reporting - is seen as crucial to attracting new players to the FFA market.

With the retreat of US utilities from the market post-Enron, a gap has opened up on the buyer side. Even so, interest has been increasing among shipowners in the Pacific Basin.

Mr Mortensen notes a positive tone to FFA trading this year. "If you look at the tanker market, for example, it has grown by close to double in volume. The last quarter of the year saw a record high."

Structural differences in wet and dry trades have long hampered large-scale take-up in tankers. But he says that oil majors are at last beginning to take up FFAs as a risk management tool. "Where last year there were maybe 25 players, there are closer to 40 now. And the majors have brought the financial institutions with them."

The dry market, which has previously provided more of the conventionally traded FFA contract volume, has shown less growth. "The dry side has taken two steps forward then one back. There has been some growth but it has not been as strong."

"Even so, in terms of general development, this year we have proven that the idea that the Enron collapse meant everything was heading for basement was wrong."

Lloyd's List
July 17, 1997

Container index plugs industry gap

BYLINE: By JENNIE HARRIS

SECTION: Pg. 3

LENGTH: 298 words

SHIPBROKER Howe Robinson is to publish a weekly container index which it hopes will become accepted as the industry standard, WRITES JENNIE HARRIS.

Until now the shipping industry has been without an accepted mechanism to track movements in container charter rates, leaving the market to contend with an uneven playing field.

'We believe this index will be of use to all parties involved in the shipping sector and that the production of an accurate Index will add value,' said container research analyst Paul Dowell.

Sources said the index could become the container equivalent of the Baltic Freight Index.

Howe Robinson expects the index will be used to assess historical and present movements and in predicting market trends. The broker is optimistic some elements can be used for freight derivatives trading in future.

The concept of the index has been under discussion, with the mechanism supporting the index taking six months to develop. Howe Robinson studied a variety of statistical methods to ensure the results accurately reflected the prevailing charter market. In addition, the weighting of the index also took time to settle before a balanced view was achieved.

To ensure the index fairly reflected the container charter hire market, Howe Robinson brokers targeted three years of fixtures by category and analysed the percentage of the world boxship fleet available for charter and the number of newbuildings in the index categories.

Each vessel size within the index was picked to reflect the more active and recognisable tonnage available. As a result all types chosen are regarded as benchmarks for the container charter market.

The new index holds seven containership types which operate at varying speeds.

II. Inventor Search Results from Dialog

3/3K/6 (Item 4 from file: 349)

DIALOG(R)File 349: PCT FULLTEXT

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01166536

FREIGHT FULFILLMENT AND TRADING PLATFORM

TRANSPORT DE MARCHANDISES ET PLATEFORME D'ECHANGE

FREIGHT FULFILLMENT AND TRADING PLATFORM

TRANSPORT DE MARCHANDISES ET PLATEFORME D'ECHANGE

Patent Applicant/Patent Assignee:

FUTUREFREIGHT CORPORATION

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Patent Applicant/Inventor:

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MINER Petere

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LAURENT Pierre L... ..Designated only for: US)

MINER Petere...

Legal Representative:

NGUYEN Joseph A(agent)

IP Strategy Group, P.O. Box 700640, San Jose, CA 95170-0640; US;

	Country	Number	Kind	Date
Patent	WO	200488473	A2-A3	20041014
Application	WO	2004US9424		20040325
Priorities	US	2003457166		20030325
	US	2003457167		20030325
	US	2003457164		20030325
	US	2003457165		20030325
	US	2003457163		20030325

English Abstract:

Network-based, computer-implemented techniques and arrangements for fulfilling multi-modal **freight shipment** involving at least two **transportation** modes between a first location and a second location are disclosed. In one implementation, there is included receiving a derivative purchase request for capacity between the first location and the second location, the derivative purchase request having contract requirements that specify at least a **shipment** volume and a performance time. There is further included ascertaining from a database of available derivative contracts a plurality of potentially suitable derivative contracts that... ..suitable derivative contracts to satisfy the derivative purchase request, the subset including at least a first derivative contract for a first mode of the two **transportation** modes and a second derivative contract for a second mode of the two **transportation** modes.

3/3,K/9 (Item 1 from file: 350)

DIALOG(R)File 350: Derwent WPIX

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0014547315 *Drawing available*
 WPI Acc no: 2004-729272/200471
 XRPX Acc No: N2004-577604

Multi-modal shipment fulfilling method in freight industry, involves selecting subset of derivative contracts that satisfy derivative purchase request, including contracts for two transportation modes, from database
 Patent Assignee: FUTURE FREIGHT CORP (FUTU-N); FUTUREFREIGHT CORP (FUTU-N)

Inventor: LAURENT P L; MINER P

Patent Family (7 patents, 108 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
WO 2004088473	A2	20041014	WO 2004US9424	A	20040325	200471	B
US 20040249699	A1	20041209	US 2003457163	P	20030325	200481	E
			US 2003457164	P	20030325		
			US 2003457165	P	20030325		
			US 2003457166	P	20030325		
			US 2003457167	P	20030325		
			US 2004810306	A	20040325		
US 20040249742	A1	20041209	US 2003457163	P	20030325	200481	E
			US 2003457164	P	20030325		
			US 2003457165	P	20030325		
			US 2003457166	P	20030325		
			US 2003457167	P	20030325		
			US 2004810061	A	20040325		
US 20040254807	A1	20041216	US 2003457163	P	20030325	200482	E
			US 2003457164	P	20030325		
			US 2003457165	P	20030325		
			US 2003457166	P	20030325		
			US 2003457167	P	20030325		
			US 2004810060	A	20040325		
EP 1606756	A2	20051221	EP 2004758464	A	20040325	200601	E
			WO 2004US9424	A	20040325		
CN 1764924	A	20060426	CN 200480007773	A	20040325	200654	E
TW 200504556	A	20050201	TW 2004108158	A	20040325	200958	E

Priority Applications (no., kind, date): US 2003457167 P 20030325; US 2003457166 P 20030325; US 2003457165 P 20030325; US 2003457164 P 20030325; US 2003457163 P 20030325; US 2004810060 A 20040325; US 2004810061 A 20040325; US 2004810306 A 20040325

What is claimed is: 1. A browser window configured to display on a display screen data that facilitates **freight shipment** between a first geographic location and a second geographic location, said browser window being accessible via a computer network, comprising: a first data section configured to display derivative contract data pertaining to **shipment** capacity offered by carriers between said first geographic location and said second geographic location, said derivative contract data being associated with at least two of... What is claimed is: 1. A network-based, computer-implemented method of enabling a first user to purchase **derivatives in freight capacity transported** via at least two modes of **transportation** between a first location and a second location, comprising: receiving capacity release data from a plurality of carriers, said capacity release data pertaining at

least to said two modes of **transportation**;bundling capacity releases in accordance with a geographic bundling criterion, thereby creating a plurality of available derivative contracts;receiving a derivative purchase request from said first user for capacity between said first location and said second location, said derivative purchase request having contract requirements that specify at least a **shipment** volume and a performance time;obtaining from said plurality of derivative contracts a plurality of potentially suitable derivative contracts that satisfy said contract requirements;selecting... .. suitable derivative contracts to satisfy said derivative purchase request, said subset including at least a first derivative contract for a first mode of said two **transportation** modes and a second derivative contract for a second mode of said two **transportation** modes, said two

2/3,K/9 (Item 1 from file: 63)

DIALOG(R)File 63: Transport Res(TRIS)

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01048731 DA

TITLE: Seeing into the future

Author: MINER, PETERE

Journal: American Shipper Vol: 49 Issue Number: 3 Pag: p. 36.

Supplemental Notes: Remarks of Petere Miner.

Publication Date: 20070300 **Publication Year:** 2007

Language: English **Subfile:** TLIB (L)

ISSN: 1074-8350

Availability: Availability from Northwestern University Transportation Library through interlibrary loan or document delivery ;

Data Source: Northwestern University Transportation Library

Period Covered: Mar. 2007

Author: MINER, PETERE

Abstract: Subtitle: Do **freight** capacity futures have a place in the supply chain? A former IHP logistics exec thinks so.

Conference Title:

Descriptors: Freight transportation ; Futures

Subject Heading:

2/3,K/10 (Item 2 from file: 63)

DIALOG(R)File 63: Transport Res(TRIS)

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00953886 DA

TITLE: FUTURES AND OPTIONS: AIR CARGO'S FUTURE?.

Author: MINER, PETERE.; LAURENT, PIERRE.

Journal: CNS FOCUS,

Supplemental Notes: CNS FOCUS, V. 18, NO. 3 (FALL 2003), P. 18+: ILL.

Publication Date: 20030000 **Publication Year:** 2003

Language: ENGLISH **Subfile:** TLIB (L)

Data Source: NORTHWESTERN UNIVERSITY TRANSPORTATION LIBRARY

TITLE: FUTURES AND OPTIONS: AIR CARGO'S FUTURE?.

Author: MINER, PETERE.; LAURENT, PIERRE.

Descriptors: Air cargo; Reservations

Subject Heading:

III. Text Search Results from Dialog

A. Patent Files, Abstract

File 347: JAPIO Dec 1976-2009/May(Updated 090903)

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File 350: Derwent WPIX 1963-2009/UD=200956

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Set	Items	Description
S1	3356	((FREIGHT OR SHIPPING OR SHIPMENT? ? OR CARGO OR CARGOS OR CARGOES OR CAPACITY OR TANKER? ? OR TRANSPORT? OR AIRFREIGHT OR SHIP? ? OR TRUCK? ? OR TRUCKING OR HAULING OR RAIL OR RAILROAD OR RAILWAY) (5N) (FUTURES OR FORWARDS OR (FORWARD OR FUTURE) (AGREEMENT? ? OR CONTRACT? ?) OR DERIVATIVE? ? OR OPTIONS OR VALUE() DERIVING() INSTRUMENT? ?) OR FFA OR FFAS)
S2	12496	((PURCHASE? OR TRADE OR TRADES OR TRADING OR EXCHANGE? ? OR EXCHANGING OR BUY OR BUYS OR BUYING OR TRANSACTION) (3N) (REQUEST? ? OR REQUESTING OR REQUESTED OR INQUIRY OR INQUIRIES OR QUERY OR QUERIES OR SOLICIT?))
S3	1186493	((MULTIPLE OR TWO OR ONE (1N) MORE OR SEVERAL OR PLURAL OR DUAL OR DUALITY OR PLURALITY OR MANY OR NUMEROUS OR COLLECTION OR COMBINATION? ? OR DIFFERENT OR VARIOUS OR DISPARATE OR SEPARATE OR MULTI) (3N) (MODE OR MODES OR MODAL OR MODUS OR METHOD OR METHODS OR MEANS OR ALTERNATIVE? ? OR VEHICLE OR VEHICLES - OR TACTIC? ? OR TECHNIQUE? ? OR APPROACH? ? OR STRATEGY OR STRATEGIES OR MANNER? ? OR FORM? ? OR COUSE? ? OR WAY OR WAYS OR PLAN OR PLANS))
S4	24255	((TRANSPORT? OR TRAVEL? OR SHIPMENT? ? OR SHIPPED OR SHIPPING OR SHIP OR SHIPS OR MOVE OR MOVES OR MOVING OR HAUL? ? OR - HAULED OR HAULING) (5N) S3)
S5	663810	((RESTRICT? OR PREVENT? OR LIMIT? OR CONTROL? OR RESTRAIN? OR CONSTRAIN? OR PROHIBIT? OR PROTECT? OR REGULATE? ? OR INHIBIT? OR (MEMBER? ? OR TRADER? ? OR SUBSCRIBER? ? OR APPLICATION? ? OR REGISTERED() USER? ? OR PARTICIPANT? ? OR CLIENT? ? OR PERMISSION? ?) (2N) ONLY) (5N) (ACCESS? OR VIEW? OR DISPLAY? OR - LOOKING OR LOOK OR SEE OR SEES OR SEEING OR READ OR READS OR - READING OR BROWSE OR BROWSES OR BROWSED OR BROWSING OR VISIT? OR ENTRY))
S6	200397	((DATA OR INFORMATION OR INFO OR REPORT OR REPORTS OR CHART OR CHARTS OR INDEX OR INDEXES OR SCREEN OR INTERFACE? ? OR MARKET? ? OR WEBSITE? ? OR SITE OR WEBPAGE? ? OR HOMEPAGE? ? OR PAGE? ? OR MARKETPLACE? ? OR CONTENT? ? OR RESOURCE? ? OR DATABASE? ? OR PORTAL? ?) (5N) S5)
S7	34641	((FORECAST? OR PROJECTION? ? OR PREDICT? OR EXPECTATION? ? OR PROSPECTIVE? OR LOOKFORWARD OR LOOK??? (N) FORWARD OR OUTLOOK? ?) (3N) (DATA OR INFORMATION OR SHIPMENT OR SHIPPING OR MARKET OR TRANSPORT? OR CARGO OR FREIGHT OR PERFORMANCE OR ANALYSIS OR EVALUAT? OR PROFIT? ? OR S1))
S8	9	S1 AND S2
S9	43	S1 AND S4
S10	2	S9 AND S6
S11	3	S9 AND S5
S12	1	S9 AND S7
S13	305	S1 AND S3
S14	6	S13 AND S6
S15	2	S13 AND S7
S16	12	S13 AND S5
S17	2	S16 AND (S2 OR S7)

518 66 (S9 OR S13) AND (FUTURES OR DERIVATIVES)
 519 8 S18 AND (PURCHAS? OR TRADE OR TRADES OR TRADING OR EXCHANG-
 E? ? OR EXCHANGING OR BUY OR BUYS OR BUYING OR TRANSACTION? ?
 OR SELLING)
 520 22 S8 OR S10 OR S11 OR S12 OR S14 OR S15 OR S17 OR S19
 521 10 S20 AND PY=1963:2003
 522 12 S20 AND AY=1963:2003 AND AC=US
 523 13 S21 OR S22
 524 8 (FREIGHT OR CARGO OR TRANSPORTATION OR SHIPPING OR TANKER)-
 (3N) (DERIVATIVES OR FUTURES)
 525 7 S24 NOT S23

23/3,K/1 (Item 1 from file: 350)

DIALOG(R)File 350: Derwent WPIX

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0015533757 *Drawing available*

WPI Acc no: 2006-097907/200610

XRPX Acc No: N2006-084871

Interactive electronic option exchange of cargo e.g. sea transport, has central controller connected to database storing user account information, cargo prices, user personal details including transaction amounts and cargo type

Patent Assignee: KWAN K H (KWAN-I)

Inventor: KWAN K H

Patent Family (1 patents, 1 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
US 6990467	B1	20060124	US 1999376381	A	19990818	200610	B

Priority Applications (no., kind, date): US 1999376381 A 19990818

Original Titles:Method, apparatus and program for pricing, transferring, buying, selling and exercising of **freight cargo options** on the World Wide Web **Alerting Abstract** ...connected to database storing user account information, cargo prices, user personal details including banking accounts, transaction amounts and cargo type. The controller matches rank existing **cargo options** set by user, receives user **request** for sale/ **buy** cargo option and cargo system request that are posted to other users. ... **ADVANTAGE** - Enables to determine appropriate price for **cargo options** and facilitates sale of **cargo options**.Original Publication Data by AuthorityArgentina**Publication No.** ...**Claims:**over a network;said memory in said cargo system containing a program means for calculating, selecting, and responding adapted to be executed by said cargo **system's** CPU;a **plurality** of terminal devices, adapted for communicating with said central controller, for transmitting to said central controller user cargo shipping information comprising at least: remaining payment.... query at least one service provider's cargo system over a network;wherein said central controller is connected to a database comprising users account information, **including past transaction** records of any sale and purchase of cargo option, cargo prices, user personal details including banking accounts, transaction amounts, type of cargo, transporter, departure destination, arrival destination, said accounts are protected by passwords and login sequence; andsaid central controller having searching means to match and rank existing **cargo options** set by user, means to **display** with a graphic user **interface** and means to receive a user request input via said terminal an offer for sale or **buy cargo** option, and means to receive **cargo** system request which are posted for a predetermined period accessible online to other users, in said exchange.Basic Derwent Week: 200610

23/3,K/3 (Item 3 from file: 350)

DIALOG(R)File 350: Derwent WPIX

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0014547315 *Drawing available*

WPI Acc no: 2004-729272/200471

XRPX Acc No: N2004-577604

Multi-modal shipment fulfilling method in freight industry, involves selecting subset of derivative contracts that satisfy derivative purchase request, including contracts for two transportation modes, from database

Patent Assignee: FUTURE FREIGHT CORP (FUTU-N); FUTUREFREIGHT CORP (FUTU-N)

Inventor: LAURENT P L; MINER P

Inventor's Publication

Patent Family (7 patents, 108 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
WO 2004088473	A2	20041014	WO 2004US9424	A	20040325	200471	B
US 20040249699	A1	20041209	US 2003457163	P	20030325	200481	E
			US 2003457164	P	20030325		
			US 2003457165	P	20030325		
			US 2003457166	P	20030325		
			US 2003457167	P	20030325		
			US 2004810306	A	20040325		
US 20040249742	A1	20041209	US 2003457163	P	20030325	200481	E
			US 2003457164	P	20030325		
			US 2003457165	P	20030325		
			US 2003457166	P	20030325		
			US 2003457167	P	20030325		
			US 2004810061	A	20040325		
US 20040254807	A1	20041216	US 2003457163	P	20030325	200482	E
			US 2003457164	P	20030325		
			US 2003457165	P	20030325		
			US 2003457166	P	20030325		
			US 2003457167	P	20030325		
			US 2004810060	A	20040325		
EP 1606756	A2	20051221	EP 2004758464	A	20040325	200601	E
			WO 2004US9424	A	20040325		
CN 1764924	A	20060426	CN 200480007773	A	20040325	200654	E
TW 200504556	A	20050201	TW 2004108158	A	20040325	200958	E

Priority Applications (no., kind, date): US 2003457167 P 20030325; US 2003457166 P 20030325; US 2003457165 P 20030325; US 2003457164 P 20030325; US 2003457163 P 20030325; US 2004810060 A 20040325; US 2004810061 A 20040325; US 2004810306 A 20040325

NOVELTY - A derivative **purchase request** having contract requirements that specify shipment volume and performance time, is received. A subset of potentially suitable derivative contracts that satisfy the derivative **purchase request**, that includes **derivative** contracts for **two transportation modes**, is selected from a database.

USE - For fulfilling **multi-modal shipment** using network-based and computer-implemented techniques in freight industry involving transportation of goods such as liquid, and containers between destinations using variety of transportation....**ADVANTAGE** - **Prevents** a shipper from **viewing aggregate forecast data** and from inappropriately obtaining data...

23/3,K/4 (Item 4 from file: 350)

DIAL.OG(R)File 350: Derwent WPIX

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0013801631 *Drawing available*

WPI Acc no: 2003-901737/**200382**

XRPX Acc No: N2003-720056

Closed loop collect on delivery payment method for shipment, involves providing funds to pay for transaction to shipper, only if authorization number generated by third party payment system is validated by buyer

Patent Assignee: PITNEY BOWES INC (PITB)

Inventor: ADAMS S; FOTH T J

Patent Family (4 patents, 96 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
US 20030212631	A1	20031113	US 2002379372	P	20020510	200382	B
			US 2002256737	A	20020926		
WO 2003096178	A1	20031120	WO 2003US14555	A	20030508	200403	E
AU 2003245271	A1	20031111	AU 2003245271	A	20030508	200442	E
EP 1508086	A1	20050223	EP 2003738909	A	20030508	200515	E
			WO 2003US14555	A	20030508		

Priority Applications (no., kind, date): US 2002379372 P 20020510; US 2002256737 A 20020926

Claims:What is claimed is:1. A method for providing funds to pay for a transaction between a buyer and a shipper comprising:receiving a **request** for payment for the transaction from the buyer, the request including information related to the transaction;generating an authorization number associated with the information related to the transaction;providing the authorization number to the buyer;receiving a **request** for validation of the authorization number upon processing of the transaction;validating the authorization number;if the authorization number is validated, providing confirmation of validity of the authorization... Basic Derwent Week: **200382**

23/3,K/5 (Item 5 from file: 350)

DIALOG(R)File 350; Derwent WPIX

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0013617026 *Drawing available*

WPI Acc no: 2003-712388/**200367**

Related WPI Acc No: 2003-671032

XRPX Acc No: N2003-569931

Online financing method for e-commerce, involves importing goods using e-draft signed by exporter and financial organization as mediator between importer and exporter and converting e-draft into cash

Patent Assignee: AHARONI A (AHAR-I)

Inventor: AHARONI A

Patent Family (1 patents, 1 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
US 20030182198	A1	20030925	US 2002103532	A	20020321	200367	B
			US 2002157539	A	20020529		

Priority Applications (no., kind, date): US 2002103532 A 20020321; US 2002157539 A 20020529

Claims:1; [b]I generates online transaction record with instructions to E; the transaction record specifies the maximum amount, identifies the exporter, the period of the transaction, the requested shipping documents, the payment terms, and the fees; [c]E retrieves online the transaction record and accepts instructions as set forth in step [b]above; [d]E, having received instructions from I, delivers goods/services to an identified facility... .. the FO, and sends them together with shipping documents to I; [f]I uses shipping documents to obtain goods and services from the facility and forwards accepted and signed E-DRAFT(s) to FO; [g]FO purchases E-DRAFT(s) from I and forwards funds of purchase to PB with instructions to...

23/3,K/6 (Item 6 from file: 350)
DIAL.OG(R)File 350: Derwent WPIX
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0013576499 *Drawing available*
WPI Acc no: 2003-671032/**200363**

Related WPI Acc No: 2003-712388

XRPX Acc No: N2003-535837

Financing method for transaction between exporter and importer of goods and services, involves selling endorsed E-DRAFTs to another financial organization, or processing endorsed E-DRAFTs for collection of funds from importer's bank

Patent Assignee: AHARONI A (AHAR-I)

Inventor: AHARONI A

Patent Family (1 patents, 1 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
US 20030135435	A1	20030717	US 200247157	A	20020115	200363	B
			US 2002103532	A	20020321		

Priority Applications (no., kind, date): US 200247157 A 20020115; US 2002103532 A 20020321

... **Claims:** [b] generates online transaction record with instructions to E. The transaction record specifies the maximum amount, identifies the exporter, the period of the **transaction**, the **requested** shipping documents, the payment terms, and the fees. [c] **E retrieves** online **the transaction** record and accepts instructions as set forth in step [b] above. [d] **E**, having received instructions from I, delivers goods/services to an identified facility... ... the E-DRAFT(s), endorses the E-DRAFT(s) to the FO, prepares and signs a instruction letter containing appropriate instructions to PB, and prepares **shipping** documents; [g] **E forwards** **shipping** documents, signed E-DRAFT(s) and instruction letter to PB; [h] **PB forwards** E-DRAFT(s) to I for **acceptance** and signature; [i] **I forwards** accepted and signed E-DRAFT(s) to PB; [j] **FO purchases** E-DRAFT(s) from E and forwards funds of purchase to PB or to another source with instructions to forward funds to E's Bank; [k] **PB sends** **shipping** documents to I who **uses** same to obtain goods/services from facility. [l] **FO endorses** the E-DRAFT(s), thus converting them to payment instruments, and sells the endorsed E... Basic Derwent Week: **200363**

23/3,K/8 (Item 8 from file: 350)
DIAL.OG(R)File 350: Derwent WPIX
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0013255894 *Drawing available*
WPI Acc no: 2003-341374/**200332**

Related WPI Acc No: 2008-A97505

XRPX Acc No: N2003-273053

Excess transformer capacity distribution method involves permitting owners possessing certain ownership rights in excess transformer to offer transformer capacity to other requesting users in exchange for suitable fee

Patent Assignee: CASPER M V (CASP-I); HAAS M B (HAAS-I); JACKSON E S (JACK-I); KOPF D M (KOPF-I)

Inventor: CASPER M V; HAAS M B; JACKSON E S; KOPF D M

Patent Family (2 patents, 1 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
US 20030009348	A1	20030109	US 2001290077	P	20010510	200332	B
			US 2002142408	A	20020509		
US 7343340	B2	20080311	US 2002142408	A	20020509	200820	E

Priority Applications (no., kind, date): US 2001290077 P 20010510; US 2002142408 A 20020509
Excess transformer capacity distribution method involves permitting owners possessing certain ownership rights in excess transformer to offer transformer capacity to other requesting users in exchange for suitable fee Alerting Abstract ...who desire backups, while protecting their ownership interest and their need for the use of the backup. Obtains access to the required backup without requiring **requesting** users to **purchase** a new transformer or to wait for the transformer to be built... Original Publication Data by
AuthorityArgentina**Publication No.** ...**Claims:**of: listing an excess of transformer capacity of a transformer owned by a first owner, the listing offering ownership rights in the excess of transformer **capacity**;selling ordered **options** for the listed excess of transformer capacity;allowing one of the option holders to trigger the exercise of the options;returning at least part of... Basic Derwent Week: **200332**

23/3,K/12 (Item 12 from file: 350)
DIALOG(R)File 350: Derwent WPIX
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0007365514 *Drawing available*
WPI Acc no: 1995-180468/**199524**
Related WPI Acc No: 1999-265479; 1999-265532; 1999-373058; 2000-273246
XRPX Acc No: N1995-141684

Electronic postage scales system incorporating digital circuitry - has display with screen for options to determine weight and service of package activated by input keys to select valid subsets of options
Patent Assignee: ASCOM HASLER MAILING SYSTEMS INC (ASCO-N); HASLER INC (HASL-N)
Inventor: CROWE A A; EMMETT J S; ESKANDARI F; JAPENGA R J; LEHMAN J L; PALANGE M F; RAHGO G P; SCHWARTZ R G; SIMCIK M E; SWANBERY R; WEIRSMAN W A
Patent Family (14 patents, 5 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
EP 649119	A2	19950419	EP 1994307560	A	19941014	199524	B
CA 2117969	A	19950415	CA 2117969	A	19941012	199528	E
EP 649119	A3	19950830	EP 1994307560	A	19941014	199614	E
US 5615120	A	19970325	US 1993139898	A	19931014	199718	E
			US 1995478458	A	19950607		
US 5675493	A	19971007	US 1993139898	A	19931014	199746	E
			US 1995478456	A	19950607		
US 5780778	A	19980714	US 1993139898	A	19931014	199835	E
			US 1995485270	A	19950607		
US 5841076	A	19981124	US 1993139898	A	19931014	199903	E
			US 1995479015	A	19950607		
US 5905232	A	19990518	US 1993139898	A	19931014	199927	E
EP 649119	B1	20000112	EP 1994307560	A	19941014	200008	E
			EP 1998204046	A	19941014		
			EP 1998204047	A	19941014		
			EP 1998204097	A	19941014		
US 6013878	A	20000111	US 1993139898	A	19931014	200010	E
			US 1995485271	A	19950607		
			US 1997895409	A	19970716		
DE 69422580	E	20000217	DE 69422580	A	19941014	200016	E
			EP 1994307560	A	19941014		
US 6153835	A	20001128	US 1993139898	A	19931014	200063	E
			US 1995485269	A	19950607		
US 6462286	B1	20021008	US 1993139898	A	19931014	200269	E
			US 1995479022	A	19950607		
EP 910048	B1	20050622	EP 1994307560	A	19941014	200541	E
			EP 1998204047	A	19941014		

Priority Applications (no., kind, date): US 1993139898 A 19931014; US 1995478456 A 19950607; US 1995478458 A 19950607; US 1995479015 A 19950607; US 1995479022 A 19950607; US 1995485269 A 19950607; US 1995485270 A 19950607; US 1995485271 A 19950607; US 1997895409 A 19970716

Original Abstracts: In an improved postage scales system, soft-selection keys are used for selecting **options** including **shipping service options** provided by the system. The soft keys are multi-function, being assigned a function according to previous selections input through the soft keys. A changeable indication of the function... .. In an improved electronic postage scale system, non-keyboard devices are used to select **shipping service options** provided by the system. For example, a bar-code scanner, a voice-recognition device or a remote computer is configured to emulate keycodes from the system keyboard and can be operatively connected through a keyboard interface to select **shipping options**. In an improved postage scale system, programs and data are used to run the system to provide **shipping options** and information on **shipping** costs associated therewith. The system is capable of **interfacing and** communicating with other **devices** such as a printer, a remote computer, an optical scanner, an integrated circuit (IC) card, etc. For example, the system can be updated by downloading... .

B. Patent Files, Full-Text

File 348:EUROPEAN PATENTS 1978-200936

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File 349:PCT FULLTEXT 1979-2009/UB=20090827|UT=20090709

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Set	Items	Description
S1	7474	((FREIGHT OR SHIPPING OR SHIPMENT? ? OR CARGO OR CARGOS OR CARGOES OR CAPACITY OR TANKER? ? OR TRANSPORT? OR AIRFREIGHT OR SHIP? ? OR TRUCK? ? OR TRUCKING OR HAULING OR RAIL OR RAILROAD OR RAILWAY) (5N) (FUTURES OR FORWARDS OR (FORWARD OR FUTURE) (AGREEMENT? ? OR CONTRACT? ?) OR DERIVATIVE? ? OR OPTIONS OR VALUE (DERIVING (INSTRUMENT? ?)) OR FFA OR FFAS)
S2	15239	((PURCHAS? OR TRADE OR TRADES OR TRADING OR EXCHANGE? ? OR EXCHANGING OR BUY OR BUYS OR BUYING OR TRANSACTION) (3N) (REQUEST? ? OR REQUESTING OR REQUESTED OR INQUIRY OR INQUIRIES OR QUERY OR QUERIES OR SOLICIT?))
S3	1409989	((MULTIPLE OR TWO OR ONE (IN) MORE OR SEVERAL OR PLURAL OR DUAL OR DUALITY OR PLURALITY OR MANY OR NUMEROUS OR COLLECTION OR COMBINATION? ? OR DIFFERENT OR VARIOUS OR DISPARATE OR SEPARATE OR MULTI) (3N) (MODE OR MODES OR MODAL OR MODUS OR METHOD OR METHODS OR MEANS OR ALTERNATIVE? ? OR VEHICLE OR VEHICLES OR TACTIC? ? OR TECHNIQUE? ? OR APPROACH? ? OR STRATEGY OR STRATEGIES OR MANNER? ? OR FORM? ? OR COUSE? ? OR WAY OR WAYS OR PLAN OR PLANS))
S4	25481	(TRANSPORT? OR TRAVEL? OR SHIPMENT? ? OR SHIPPED OR SHIPPING OR SHIP OR SHIPS OR MOVE OR MOVES OR MOVING OR HAUL? ? OR HAULED OR HAULING) (5N) S3
S5	477258	((RESTRICT? OR PREVENT? OR LIMIT? OR CONTROL? OR RESTRAIN? OR CONSTRAIN? OR PROHIBIT? OR PROTECT? OR REGULATE? ? OR INHIBIT? OR (MEMBER? ? OR TRADER? ? OR SUBSCRIBER? ? OR APPLICATION? ? OR REGISTERED (USER? ? OR PARTICIPANT? ? OR CLIENT? ? OR PERMISSION? ?) (2N) ONLY) (5N) (ACCESS? OR VIEW? OR DISPLAY? OR LOOKING OR LOOK OR SEE OR SEES OR SEEING OR READ OR READS OR READING OR BROWSE OR BROWSES OR BROWSED OR BROWSING OR VISIT? OR ENTRY))
S6	136608	((DATA OR INFORMATION OR INFO OR REPORT OR REPORTS OR CHART OR CHARTS OR INDEX OR INDEXES OR SCREEN OR INTERFACE? ? OR MARKET? ? OR WEBSITE? ? OR SITE OR WEBPAGE? ? OR HOMEPAGE? ? OR PAGE? ? OR MARKETPLACE? ? OR CONTENT? ? OR RESOURCE? ? OR DATABASE? ? OR PORTAL? ?) (5N) S5)
S7	45165	((FORECAST? OR PROJECTION? ? OR PREDICT? OR EXPECTATION? ? OR PROSPECTIVE? OR LOOKFORWARD OR LOOK??? (N) FORWARD OR OUTLOOK? ?) (3N) (DATA OR INFORMATION OR SHIPMENT OR SHIPPING OR MARKET OR TRANSPORT? OR CARGO OR FREIGHT OR PERFORMANCE OR ANALYSIS OR EVALUAT? OR PROFIT? ? OR S1))
S8	8	S1 (20N) S2
S9	53	S1 (30N) S4
S10	4	S9 (30N) S6
S11	4	S9 (20N) S5
S12	1	S9 (30N) S7
S13	1	S9 (80N) S2
S14	293	S1 (40N) S3
S15	7	S14 (30N) S6
S16	2	S14 (30N) S7
S17	30	(S9 OR S14) (20N) (FUTURES OR DERIVATIVES)
S18	4	S17 (10N) (PURCHAS? OR TRADE OR TRADES OR TRADING OR EXCHANG-

E? ? OR EXCHANGING OR BUY OR BUYS OR BUYING OR TRANSACTION? ?
OR SELLING)
S19 20 (FREIGHT OR CARGO OR TRANSPORTATION OR SHIPPING OR TANKER)-
(3N) (DERIVATIVES OR FUTURES)
S20 8 S19 AND (S2 OR S4 OR S6 OR S7)
S21 27 S8 OR S10 OR S11 OR S12 OR S13 OR S15 OR S16 OR S18 OR S20
S22 12 S21 AND PY=1978:2003
S23 15 S21 AND ((AC=US OR AC=US/PR) AND AY=1978:2003)
S24 15 S22 OR S23

24/3K/3 (Item 2 from file: 349)

DIALOG(R)File 349: PCT FULLTEXT

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01166536

FREIGHT FULFILLMENT AND TRADING PLATFORM

TRANSPORT DE MARCHANDISES ET PLATEFORME D'ECHANGE

Patent Applicant/Patent Assignee:

FUTUREFREIGHT CORPORATION

634 Jay Street, Suite A, Los Altos, CA 94022; US; US(Residence); US(Nationality); (For all designated states except: US)

Patent Applicant/Inventor:

Inventor's Publication

LAURENT Pierre L

634 Jay Street, Los Altos, CA 94022; US; US(Residence); US(Nationality); (Designated only for: US)

MINER Petere

566 Van Buren Street, Los Altos, CA 94022; US; US(Residence); US(Nationality); (Designated only for: US)

Legal Representative:

NGUYEN Joseph A(agent)

IP Strategy Group, P.O. Box 700640, San Jose, CA 95170-0640; US;

	Country	Number	Kind	Date
Patent	WO	200488473	A2-A3	20041014
Application	WO	2004US9424		20040325
Priorities	US	2003457166		20030325
	US	2003457167		20030325
	US	2003457164		20030325
	US	2003457165		20030325
	US	2003457163		20030325

English Abstract:

Network-based, computer-implemented techniques and arrangements for fulfilling multi-modal freight shipment involving at least two transportation modes between a first location and a second location are disclosed. In one implementation, there is included receiving a derivative purchase request for capacity between the first location and the second location, the derivative purchase request having contract requirements that specify at least a shipment volume and a performance... ..the plurality of potentially suitable derivative contracts to satisfy the derivative purchase request, the subset including at least a first derivative contract for a first mode of the two transportation modes and a second derivative contract for a second mode of the two transportation modes.

24/3K/4 (Item 3 from file: 349)

DIALOG(R)File 349: PCT FULLTEXT

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01012950

AUTOMATED PRODUCT SOURCING FROM MULTIPLE FULFILLMENT CENTERS

Patent Applicant/Patent Assignee:

BESTBUY COM LLC

7075 Flying Cloud Drive, Eden Prairie, MN 55344; US; US(Residence); US(Nationality); (For all designated states except: US)

Patent Applicant/Inventor:

ALBRIGHT Brian

1680 Dandbar Circle, Waconia, MN 55387; US; US(Residence); US(Nationality); (Designated only for: US)

Legal Representative:

TYSVER Daniel(et al)(agent)

Beck & Tysver, P.L.L.C., 2900 Thomas Avenue S., Suite 100, Minneapolis, MN 55416-4477; US;

	Country	Number	Kind	Date
Patent	WO	200342894	A1	20030522
Application	WO	2002US36933		20021115
Priorities	US	2001899		20011115

...obtained by the delivery option engine 106 can be represented in chart form, such as chart 120 shown in Figure 5. Chart 120 shows the **shipping options** available to **ship** a particular product, namely a DVD player, based on a December 12, 2002 **purchase request**. Each center 112-116

24/3K/8 (Item 7 from file: 349)

DIALOG(R)File 349: PCT FULLTEXT

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00873759

SYSTEM AND METHOD FOR PHYSICALS COMMODITY TRADING

SYSTEME ET PROCEDE POUR NEGOCIER DES MARCHANDISES REELLES

Patent Applicant/Inventor:

LERNER Julie A

Suite 16F, New York, NY 10022; US; US(Residence); US(Nationality)

Legal Representative:

DE ETIENNE-CUMMINGS Shamita(agent)

McDermott, Will & Emery, 600 13th Street N.W., Washington, DC 20005-3096; US;

	Country	Number	Kind	Date
Patent	WO	200206921	A2-A3	20020124
Application	WO	2001US22534		20010718
Priorities	US	2000219023		20000718

Detailed Description:

...allows communications and data exchanges from any location. These parties include sources of news feeds 202, price quote feeds 204, commodity brokers and traders 206, **freight** providers 208, **futures** brokers 210, producers, exporters (and importers) 212, financial service providers and institutions 214, and speculators or paper traders 216.

1 5

SYSTEM SOFTWARE COMPONENTS

By...traders had been trading anonymously so that their identities did not impact this particular trade or have ah

effect on the other participants in the market.

The rest of the market participants only see that the trade has occurred with terms showing in 405B through 1 in window 4B.

The contact information is maintained by the system and is...reduces the time and expense of a trading group in comparison to today's procedures. This application also provides the ability to generate standard, pre-trade correspondence such as requests for quotes from banks and boutique financial entities offering structured financial products (Item 514 A). The trader, having created or modified an order ticket (BRSI23...

Claims:

...at least one of the plurality of members is a shipping company and the clearinghouse computer server includes a logistics procurement component that receives shipment requests from trading members and forwards shipment proposals from the shipping members to the trading members.

8 The computer system of claim 1, wherein the messages are extensible markup language (XML) messages.

9 The computer system...data for information requested by the members.

26. The computer system of claim 11 wherein the clearinghouse includes a logistics, procurement component that receives shipment requests from trading members and forwards shipment proposals from the shipping member to the trading members.

19 The computer system of claim 11, wherein the clearinghouse includes a product catalog component that stores a product catalog of products available for sale...

IV. Text Search Results from Dialog

A. NPL Files, Abstract

File 35: Dissertation Abs Online 1861-2009/Aug
(c) 2009 ProQuest Info&Learning
File 583: Gale Group Globalbase (TM) 1986-2002/Dec 13
(c) 2002 Gale/Cengage
File 65: Inside Conferences 1993-2009/Sep 08
(c) 2009 BLDSC all rts. reserv.
File 2: INSPEC 1898-2009/Aug W4
(c) 2009 The IET
File 474: New York Times Abs 1969-2009/Sep 08
(c) 2009 The New York Times
File 475: Wall Street Journal Abs 1973-2009/Sep 08
(c) 2009 The New York Times
File 99: Wilson Appl. Sci & Tech Abs 1983-2009/Aug
(c) 2009 The HW Wilson Co.
File 256: TecTrends 1982-2009/Aug W5
(c) 2009 Info.Sources Inc. All rights res.
File 139: EconLit 1969-2009/Oct
(c) 2009 American Economic Association
File 63: Transport Res (TRIS) 1970-2009/Oct
(c) fnt only 2009 Dialog

Set	Items	Description
S1	5425	((FREIGHT OR SHIPPING OR SHIPMENT? ? OR CARGO OR CARGOS OR CARGOES OR CAPACITY OR TANKER? ? OR TRANSPORT? OR AIRFREIGHT OR SHIP? ? OR TRUCK? ? OR TRUCKING OR HAULING OR RAIL OR RAILROAD OR RAILWAY) (5N) (FUTURES OR FORWARDS OR (FORWARD OR FUTURE) (AGREEMENT? ? OR CONTRACT? ?) OR DERIVATIVE? ? OR OPTIONS OR VALUE() DERIVING() INSTRUMENT? ?)) OR FFA OR FFAS)
S2	0	S1 (5N) ((PURCHAS? OR TRADE OR TRADES OR TRADING OR EXCHANGE? ? OR EXCHANGING OR BUY OR BUYS OR BUYING OR TRANSACTION) (3N) - (REQUEST? ? OR REQUESTING OR REQUESTED OR INQUIRY OR INQUIRIES OR QUERY OR QUERIES OR SOLICIT?))
S3	1089221	(MULTIPLE OR TWO OR ONE (1N) MORE OR SEVERAL OR PLURAL OR DUAL OR DUALITY OR PLURALITY OR MANY OR NUMEROUS OR COLLECTION - OR COMBINATION? ? OR DIFFERENT OR VARIOUS OR DISPARATE OR SEPARATE OR MULTI) (3N) (MODE OR MODES OR MODAL OR MODUS OR METHOD OR METHODS OR MEANS OR ALTERNATIVE? ? OR VEHICLE OR VEHICLES - OR TACTIC? ? OR TECHNIQUE? ? OR APPROACH? ? OR STRATEGY OR STRATEGIES OR MANNER? ? OR FORM? ? OR COUSE? ? OR WAY OR WAYS OR PLAN OR PLANS)
S4	11046	S3 (3N) (TRANSPORT? OR TRAVEL? OR SHIPMENT? ? OR SHIPPED OR - SHIPPING OR SHIP OR SHIPS OR MOVE OR MOVES OR MOVING OR HAUL? ? OR HAULED OR HAULING)
S5	127567	(RESTRICT? OR PREVENT? OR LIMIT? OR CONTROL? OR RESTRAIN? - OR CONSTRAIN? OR PROHIBIT? OR PROTECT? OR REGULATE? ? OR INHIBIT? OR (MEMBER? ? OR TRADER? ? OR SUBSCRIBER? ? OR APPLICATION? ? OR REGISTERED() USER? ? OR PARTICIPANT? ? OR CLIENT? ? OR PERMISSION? ?) (2N) ONLY) (5N) (ACCESS? OR VIEW? OR DISPLAY? OR - LOOKING OR LOOK OR SEE OR SEES OR SEEING OR READ OR READS OR - READING OR BROWSE OR BROWSES OR BROWSED OR BROWSING OR VISIT? OR ENTRY)
S6	24129	(DATA OR INFORMATION OR INFO OR REPORT OR REPORTS OR CHART OR CHARTS OR INDEX OR INDEXES OR SCREEN OR INTERFACE? ? OR MARKET? ? OR WEBSITE? ? OR SITE OR WEBPAGE? ? OR HOMEPAGE? ? OR PAGE? ? OR MARKETPLACE? ? OR CONTENT? ? OR RESOURCE? ? OR DATABASE? ? OR PORTAL? ?) (5N) S5
S7	188563	(FORECAST? OR PROJECTION? ? OR PREDICT? OR EXPECTATION? ? - OR PROSPECTIVE? OR LOOKFORWARD OR LOOK??? (N) FORWARD OR OUTLOOK? ?) (3N) (DATA OR INFORMATION OR SHIPMENT OR SHIPPING OR MARKET OR TRANSPORT? OR CARGO OR FREIGHT OR PERFORMANCE OR ANALYSIS OR EVALUAT? OR PROFIT? ? OR S1)
S8	116	S1 AND S4
S9	0	S8 AND S6
S10	2	S8 AND S5
S11	8	S8 AND S7
S12	471	S1 AND S3
S13	1	S12 AND S6
S14	22	S12 AND S7
S15	7	(S10 OR S11) NOT PY>2003
S16	7	RD (unique items)
S17	0	(S8 OR S12) AND ((PURCHAS? OR TRADE OR TRADES OR TRADING OR EXCHANGE? ? OR EXCHANGING OR BUY OR BUYS OR BUYING OR TRANSACTION) (3N) (REQUEST? ? OR REQUESTING OR REQUESTED OR INQUIRY OR INQUIRIES OR QUERY OR QUERIES OR SOLICIT?))
S18	9	(S13 OR S14) NOT (S16 OR PY>2003)
S19	9	RD (unique items)
S20	10	S8 AND (FUTURES OR DERIVATIVES)
S21	6	S20 NOT (S16 OR S19 OR PY>2003)
S22	6	RD (unique items)

16/3,K/3 (Item 3 from file: 63)

DIALOG(R)File 63: Transport Res(TRIS)

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00322945 DA

TITLE: TRANSPORTATION ENERGY DEMAND IN ALTERNATIVE FUTURES

Corporate Source: SRI International, 333 Ravenswood Avenue, Menlo Park, CA, 94025,

Page: 87p

Publication Date: 19780700 **Publication Year:** 1978

Language: English **Subfile:** RRIS MRIS (R 8101 M 8106)

Availability: National Technical Information Service ; 5285 Port Royal Road ; Springfield ; VA ; 22161

Order Number: DOE/CS/00115-T1

Funding Type: Contract

Contract/Grant Number: AT03-76CS50115

Data Source: Energy Research Abstracts

TITLE: TRANSPORTATION ENERGY DEMAND IN ALTERNATIVE FUTURES

Abstract: ...each major mode of transportation - automobiles and personal trucks, buses, railroads, commercial trucks, aviation, and water transportation. A set of long-range scenarios and baseline projections of transportation energy demand consistent with each scenario was provided. These baselines are intended to serve as starting points for future analyses of various transportation energy-conservation strategies. A common alternative-futures scenario framework for future work is provided. The scenarios developed can be elaborated for closer study of different projections of regional-transportation energy use; they can serve as the bases for inputs to more-elaborate forecasting models; or they can serve as starting points for developing other...

Conference Title:

19/3,K/3 (Item 2 from file: 63)

DIALOG(R)File 63: Transport Res(TRIS)

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00790445 DA

TITLE: DEVELOPING DEMAND PREDICTIONS FOR A STUDY OF INTERREGIONAL TRANSPORT

Author: WHITNEY, W; O'MAHONY, M

Corporate Source: PTRC EDUCATION AND RESEARCH SERVICES LTD, GLENTHORNE HOUSE, HAMMERSMITH GROVE, LONDON, W6 0LG, UNITED KINGDOM

Journal: FINANCING INFRASTRUCTURE. PROCEEDINGS OF SEMINAR C, EUROPEAN TRANSPORT CONFERENCE, 27-29 SEPTEMBER 1999, CAMBRIDGE, UK. VOLUME P4.31

Page: 53-64

Publication Date: 19990900 **Publication Year:** 1999

Language: English **Subfile:** IRRD (I)

IRRD Document Number: E104628

ISBN: 0-86050-322-4

References: Refs.

Data Source: Transport Research Laboratory (TRL)

Abstract: The research comprises an investigation of the appraisal of future strategic **options** for interregional passenger and **freight transport**, using the Irish access transport market, i.e. links between

Ireland (north and south) and UK, and between Ireland and north-western continental Europe as... ...An outline is then given of the constraints on demand prediction, including form and availability of existing data, the need to provide for assessment of **various new modes** and specific issues associated with interregional as opposed to local, and freight as opposed to passenger flows. The broad range of possible methodologies identified from...

Conference Title:

Descriptors: CONFERENCE; PUBLIC TRANSPORT; FREIGHT TRANSPORT; INTERNATIONAL; IRELAND; UNITED KINGDOM; EUROPE; DEMAND (ECON); **FORECAST; EVALUATION (ASSESSMENT);** METHOD; CALIBRATION; MATHEMATICAL MODEL

Subject Heading:

19/3,K/4 (Item 3 from file: 63)

DIALOG(R)File 63: Transport Res(TRIS)

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00749310 DA

TITLE: URBAN FREIGHT DATA COLLECTION AND FORECASTING

Author: RAIMOND, T

Corporate Source: UNIVERSITY OF SOUTH AUSTRALIA. TRANSPORT SYSTEMS CENTRE, GPO BOX 2471, ADELAIDE, SOUTH AUSTRALIA, 5001, AUSTRALIA

Journal: AUSTRALASIAN TRANSPORT RESEARCH FORUM (ATRF), 21ST, 1997, ADELA IDE, SOUTH AUSTRALIA, VOL 21, PART 1 **Page:** 67-82

Publication Date: 19970000 **Publication Year:** 1997

Language: ENGLISH **Subfile:** IRRD (I)

IRRD Document Number: 890662

ISBN: 0-86803-248-4

References: 22

Data Source: Transport Research Laboratory (TRL)

TITLE: URBAN FREIGHT DATA COLLECTION AND FORECASTING

Abstract: Australian and overseas studies are reviewed in a wide ranging examination of freight data collection and forecasting options for metropolitan areas. Particular attention is given to issues related to sampling frames, collection methods, sample expansion and trip table production. The latest trends are examined and possible strategies for improving current data collection and forecasting are discussed. (a) For the covering entry of this conference, please see IRRD abstract no. 890658.

Conference Title:

Descriptors: FREIGHT TRANSPORT; BEHAVIOUR; JOURNEY; DATA ACQUISITION; FORECAST; URBAN AREA; METHODOLOGY; SAMPLING; CONFERENCE

Subject Heading:

19/3,K/5 (Item 4 from file: 63)

DIALOG(R)File 63: Transport Res(TRIS)

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00372324 DA

TITLE: SERVICE AND ORGANIZATIONAL OPTIONS IN RURAL PUBLIC TRANSPORTATION: LESSON LEARNED FROM SECTION 147 DEMONSTRATIONS

Author: Benacquista, RJ; Smith, RL, Jr

Corporate Source: Transportation Research Board, 2101 Constitution Avenue, NW , Washington, DC, 20418,

Report Number: Final Rpt.

Journal: Transportation Research Board Unpublished Report **Issue Number:** 19 **Pag:** pp 10-12

Supplemental Notes: This paper appeared in TRB Unpublished Report No. 19, Fourth National Conference on Rural Public Transportation; Proceedings.

Publication Date: 19800400 **Publication Year:** 1980

Language: English **Subfile:** HRIS (H 8303)

Availability: Transportation Research Board Business Office ; 2101 Constitution Avenue, NW ; Washington ; DC ; 20418

References: 4 Ref.

**TITLE: SERVICE AND ORGANIZATIONAL OPTIONS IN RURAL PUBLIC
TRANSPORTATION: LESSON LEARNED FROM SECTION 147 DEMONSTRATIONS**

Abstract: This paper focuses on the potential impact that the Section 18 program of the Surface Transportation Assistance Act of 1978 might have on selecting options for rural transportation projects. It bases its projections on an analysis of the range of service options found in the Section 147 demonstration projects. Service options can be classified as fixed route, paratransit, or a hybrid including both fixed-route and paratransit elements. The hybrid options include route- and point-deviation modifications of fixed-route service and use of various paratransit modes as feeder service to fixed routes. In most rural areas the elderly and the handicapped are the primary market for rural transit services. Work trips...

Conference Title:

19/3,K/6 (Item 5 from file: 63)

DIALOG(R)File 63: Transport Res(TRIS)

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00349722 DA

TITLE: TRANSPORTATION AND ENERGY FUTURES

Author: Shackson, RH

Corporate Source: Lawrence Livermore National Laboratory, P.O. Box 808, Livermore, CA , 94550 ,

Report Number: Conf Paper

Pag: n.p.

Supplemental Notes: Aspen Conference on Future Urban Transportation, Aspen, Colorado, June 3, 1979.

Publication Date: 19790000 **Publication Year:** 1979

Language: English **Subfile:** UMTRIS (U 8202)

Availability: National Technical Information Service ; 5285 Port Royal Road ; Springfield ; VA ; 22161

TITLE: TRANSPORTATION AND ENERGY FUTURES

Abstract: ...which may affect the quantity and price of the alternative fuels; (2) demand for transportation energy and, more specifically, urban transportation energy, together with the various strategies available for modifying this demand and (3) probable points of equilibrium between the supply and demand curves, and the sort of urban transportation system which...

Conference Title:

Descriptors: FUEL; SUPPLY AND DEMAND; MOBILITY; ENERGY COSTS; BUS
TRANSPORTATION (INTRACITY); PARATRANSIT; FORECASTING

Subject Heading:

19/3,K/7 (Item 6 from file: 63)

DIALOG(R)File 63: Transport Res(TRIS)

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00345030 DA

TITLE: TRANSPORT POLICY AND ENERGY: PERSPECTIVES, OPTIONS AND SCOPE FOR CONSERVATION IN THE PASSENGER TRANSPORT SECTOR

Author: Banister, D

Corporate Source: University College, London, Gower Street, London WC1E 6BT, England

Report Number: No. 36 Monograph

Page: 47p

Publication Date: 19810100 **Publication Year:** 1981

Language: English **Subfile:** HRIS IRRD (H 8202 I)

Source Accession Number: IRRD 256616

IRRD Document Number: IRRD 256616

Figures: 1 Fig. **Tables:** 14 Tab.

References: Refs.

Data Source: Transport and Road Research Laboratory

TITLE: TRANSPORT POLICY AND ENERGY: PERSPECTIVES, OPTIONS AND SCOPE FOR CONSERVATION IN THE PASSENGER TRANSPORT SECTOR

Abstract: ...rises, distributional impacts and the implications for public transport including car sharing. The final section of the report discusses the various arguments drawn together under two basic alternatives : (1) "do nothing" policy which requires only limited intervention by the government into transport policy, and (2) the policy that requires positive action as regards...

19/3,K/8 (Item 7 from file: 63)

DIALOG(R)File 63: Transport Res(TRIS)

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00305304 DA

TITLE: CONTRIBUTIONS TO THE FOUNDATIONS OF SUPPLY FOR ENERGY AND TRANSPORTATION: CONCEPTS, ECONOMICS, AND TECHNOLOGIES

Author: Sawyer, JWJ

Corporate Source: Resources for the Future, Incorporated, 1755 Massachusetts Avenue, NW, Washington, DC, 20036, National Science Foundation, Engineering and Applied Science, 1800 G Street, NW, Washington, DC, 20550,

Report Number: NSF/RA-790116

Page: 224 p.

Publication Date: 19790300 **Publication Year:** 1979

Language: English **Subfile:** RRIS MRIS HRIS (R 8002 M 8006 H)

Source Accession Number: u7926

Availability: National Technical Information Service ; 5285 Port Royal Road ; Springfield ; VA ; 22161

Order Number: PB-300541/OST

Funding Type: Grant

Contract/Grant Number: NSF-AER75-16163

Data Source: National Technical Information Service

Abstract: ...of the energy and transportation models used; descriptions of the model runs and projections; impacts, emerging issues, and brief discussions of some of the policy **options** open in both **transportation** and energy areas. The appendix describes **various forms** of unconventional energy technologies such as passive solar, wind power devices, geothermal energy, and fusion.

22/3,K/1 (Item 1 from file: 63)

DIALOG(R)File 63: Transport Res(TRIS)

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00701036 DA

TITLE: THE PREDICTION OF THE MANOEUVRING CHARACTERISTICS OF VESSELS

Author: Burcher, RK

Supplemental Notes: The Dynamics of Ships; Discussion Meeting, 28-29 June 1990; London U.K. Procs. Ed by W.G. Price. Pub by Royal Society, London, 1991, p 265 [15 p, 19 ref, 9 fig]

Publication Date: 19000000

Language: English **Subfile:** MRIS (M)

Source Accession Number: 91102402

Data Source: British Maritime Technology

Abstract: ...characteristics of marine vehicles in design and subsequently in operation. A review is conducted of the methods currently available to determine manoeuvring based on previous **ship** data and **various** calculation **methods**. Consideration is then given to the prospects of a computational method being successful in view of the difficulties and complexities of the fluid flow problem... ...the derivative approach, commonly used to describe and simulate the characteristics of ship response; and debates whether a more direct approach to the determination of **ship** responses in which **derivatives** are combined may be an avenue for further research, noting that some approaches of this type appear to be promising.

22/3,K/3 (Item 3 from file: 63)

DIALOG(R)File 63: Transport Res(TRIS)

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00323661 DA

TITLE: ON AN IMPROVEMENT OF SHIP MANOEUVRABILITY BY MEANS OF AUTOMATIC CONTROL

Author: Matora, S; Koyama, T

Corporate Source: Society of Naval Architects of Japan, 15-16, Toranomon 1 Chome, Minato-ku, Tokyo, Japan

Journal: Society of Naval Architects of Japan, Journal of **Vol:** 116 **Page:** n.p.

Publication Date: 19640000 **Publication Year:** 1964

Language: English **Subfile:** MRIS (M 8106)

Availability: Society of Naval Architects of Japan ; 15-16, Toranomon 1 Chome, Minato-ku ; Tokyo ; Japan

Data Source: Stevens Institute of Technology

Abstract: ...of helm angle proportional to the angular velocity as well as the angular acceleration of a ship will result in an effective change in the ship's stability derivatives, and that it is possible then to make a ship more stable on course. Therefore, it will be possible to design a ship originally to... ..the automatic control so that the ship effectively has good course keeping quality with rather poor turning ability. In this way, one can switch the ship's maneuverability in dual way according to the circumstance, i.e., when a better course keeping quality is required, the automatic control will be applied superposed with the manual control...

22/3.K/4 (Item 4 from file: 63)

DIALOG(R)File 63: Transport Res(TRIS)

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00323620 DA

TITLE: ESTIMATION OF STABILITY DERIVATIVES AND INDICES OF VARIOUS SHIP FORMS, AND COMPARISON WITH EXPERIMENTAL RESULTS

Author: Jacobs, WR

Corporate Source: Society of Naval Architects and Marine Engineers, One World Trade Center, Suite 1369, New York, NY, 10048,

Journal: Journal of Ship Research **Page:** n.p.

Publication Date: 19680000 **Publication Year:** 1968

Language: English **Subfile:** MRIS (M 8106)

Availability: Society of Naval Architects and Marine Engineers ; One World Trade Center, Suite 1369 ; New York ; NY ; 10048

Data Source: Stevens Institute of Technology

TITLE: ESTIMATION OF STABILITY DERIVATIVES AND INDICES OF VARIOUS SHIP FORMS, AND COMPARISON WITH EXPERIMENTAL RESULTS

Abstract: The analytical method of reference for estimating stability derivatives, and hence stability on course, which combines Albring's empirical modifications of simplified flow theory with low aspect-ratio wing theory, is extended to take... ..and to three other forms--a Mariner Class model, a destroyer, and a hopper dredge. Comparison with experimental results shows that the values of stability derivatives and indices determined by the analytical method are of the right orders of magnitude and indicate correct trends. Application to a variety of ship forms...

Conference Title:

22/3.K/5 (Item 5 from file: 63)

DIALOG(R)File 63: Transport Res(TRIS)

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00323550 DA

TITLE: A TWO-DIMENSIONAL STRIP METHOD FOR SURFACE SHIP HULL DERIVATIVES: COMPARISON OF THEORY WITH EXPERIMENTS ON A SEGMENTED TANKER MODEL

Author: Clarke, D

Corporate Source: Institution of Mechanical Engineers, 1 Birdcage Walk, Westminster, London SW1H 9JJ, England

Journal: Journal of Mechanical Engineering Science **Vol:** 14 **Issue Number:** 7 **Page:** n.p.

Supplemental Notes: Proceedings of an International Symposium on Direction Stability and Control of Bodies Moving in Water, London, 1972.

Publication Date: 19720000 **Publication Year:** 1972

Language: English **Subfile:** MRIS (M 8012)

Availability: Linda Hall Library ; 5109 Cherry Street ; Kansas City ; MO ; 64110-2498

Data Source: Stevens Institute of Technology

Abstract: At the present time there is no complete theory for the calculation of velocity and acceleration derivatives for surface ships. A few methods have been published but they fail to take proper account of hull geometry. A strip method is described, based on added mass...

Conference Title:

22/3,K/6 (Item 6 from file: 63)

DIALOG(R)File 63: Transport Res(TRIS)

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00046380 DA

TITLE: ENERGY-INTENSIVENESS OF TRANSPORTATION

Author: Hirst, A

Corporate Source: American Society of Civil Engineers, 345 East 47th Street, New York , NY, 10017,

Report Number: 9558 Proceeding

Journal: ASCE Journal of Transportation Engineering **Vol:** 99 **Issue Number:** TE1 **Page:** pp 111-122

Publication Date: 19730200 **Publication Year:** 1973

Language: English **Subfile:** UMTRIS RRIS (U R 7401)

Availability: Linda Hall Library ; 5109 Cherry Street ; Kansas City ; MO ; 64110-2498

Order Number: DOTL JC

Data Source: American Society of Civil Engineers

Abstract: ...of energy consumption in the transportation sector are examined for intercity freight and passenger traffic and for urban passenger traffic. The energy-efficiencies among the various transport modes are quite variable. Airplanes are relatively inefficient; cars and trucks are slightly more efficient; and railroads, waterways, pipelines, mass transit, and buses are quite efficient. The energy implications of changes in modal mix for freight and passenger transport are explored using two hypothetical futures.

Conference Title:

B. NPL Files, Full-text

File 15: ABI/Inform(R) 1971-2009/Sep 07

(c) 2009 ProQuest Info&Learning

File 9: Business & Industry(R) Jul/1994-2009/Sep 05

(c) 2009 Gale/Cengage

File 610:Business Wire 1999-2009/Sep 08
(c) 2009 Business Wire.
File 810:Business Wire 1986-1999/Feb 28
(c) 1999 Business Wire
File 275:Gale Group Computer DB(TM) 1983-2009/Aug 07
(c) 2009 Gale/Cengage
File 624:McGraw-Hill Publications 1985-2009/Sep 08
(c) 2009 McGraw-Hill Co. Inc
File 621:Gale Group New Prod.Annou.(R) 1985-2009/Jul 30
(c) 2009 Gale/Cengage
File 636:Gale Group Newsletter DB(TM) 1987-2009/Aug 13
(c) 2009 Gale/Cengage
File 613:PR Newswire 1999-2009/Sep 08
(c) 2009 PR Newswire Association Inc
File 813:PR Newswire 1987-1999/Apr 30
(c) 1999 PR Newswire Association Inc
File 16:Gale Group PROMT(R) 1990-2009/Aug 13
(c) 2009 Gale/Cengage
File 160:Gale Group PROMT(R) 1972-1989
(c) 1999 The Gale Group
File 634:San Jose Mercury Jun 1985-2009/Sep 01
(c) 2009 San Jose Mercury News
File 148:Gale Group Trade & Industry DB 1976-2009/Aug 20
(c) 2009 Gale/Cengage
File 20:Dialog Global Reporter 1997-2009/Sep 08
(c) 2009 Dialog
File 625:American Banker Publications 1981-2008/Jun 26
(c) 2008 American Banker
File 268:Banking Info Source 1981-2009/Nov W2
(c) 2009 ProQuest Info&Learning
File 626:Bond Buyer Full Text 1981-2008/Jul 07
(c) 2008 Bond Buyer
File 267:Finance & Banking Newsletters 2008/Sep 29
(c) 2008 Dialog
File 637:Journal of Commerce 1986-2009/Nov 13
(c) 2009 UBM Global Trade

Set	Items	Description
S1	97349	((FREIGHT OR SHIPPING OR SHIPMENT? ? OR CARGO OR CARGOS OR CARGOES OR CAPACITY OR TANKER? ? OR TRANSPORT? OR AIRFREIGHT OR SHIP? ? OR TRUCK? ? OR TRUCKING OR HAULING OR RAIL OR RAILROAD OR RAILWAY) (5N) (FUTURES OR FORWARDS OR (FORWARD OR FUTURE) (AGREEMENT? ? OR CONTRACT? ?) OR DERIVATIVE? ? OR OPTIONS OR VALUE() DERIVING() INSTRUMENT? ?) OR FFA OR FFAS)
S2	3	S1(8N) ((PURCHAS? OR TRADE OR TRADES OR TRADING OR EXCHANGE? ? OR EXCHANGING OR BUY OR BUYS OR BUYING OR TRANSACTION) (3N) - (REQUEST? ? OR REQUESTING OR REQUESTED OR INQUIRY OR INQUIRIES OR QUERY OR QUERIES OR SOLICIT?))
S3	10955	(MULTIPLE OR TWO OR ONE(1N) MORE OR SEVERAL OR PLURAL OR DUAL OR DUALITY OR PLURALITY OR MANY OR NUMEROUS OR COLLECTION - OR COMBINATION? ? OR DIFFERENT OR VARIOUS OR DISPARATE OR SEPARATE OR MULTI) (3N) (MODE OR MODES OR MODAL OR MODUS OR METHOD OR METHODS OR MEANS OR ALTERNATIVE? ? OR VEHICLE OR VEHICLES - OR TACTIC? ? OR TECHNIQUE? ? OR APPROACH? ? OR STRATEGY OR STRATEGIES OR MANNER? ? OR FORM? ? OR COUSE? ? OR WAY OR WAYS OR PLAN OR PLANS)
S4	1498	(TRANSPORT? OR TRAVEL? OR SHIPMENT? ? OR SHIPPED OR SHIPPING OR SHIP OR SHIPS OR MOVE OR MOVES OR MOVING OR HAUL? ? OR - HAULED OR HAULING) (5N) S3
S5	4600	(RESTRICT? OR PREVENT? OR LIMIT? OR CONTROL? OR RESTRAIN? - OR CONSTRAIN? OR PROHIBIT? OR PROTECT? OR REGULATE? ? OR INHIBIT? OR (MEMBER? ? OR TRADER? ? OR SUBSCRIBER? ? OR APPLICATION? ? OR REGISTERED() USER? ? OR PARTICIPANT? ? OR CLIENT? ? OR

PERMISSION? ?) (2N) ONLY) (5N) (ACCESS? OR VIEW? OR DISPLAY? OR -
 LOOKING OR LOOK OR SEE OR SEES OR SEEING OR READ OR READS OR -
 READING OR BROWSE OR BROWSES OR BROWSED OR BROWSING OR VISIT?
 OR ENTRY)
 56 921 (DATA OR INFORMATION OR INFO OR REPORT OR REPORTS OR CHART
 OR CHARTS OR INDEX OR INDEXES OR SCREEN OR INTERFACE? ? OR MA-
 RKET? ? OR WEBSITE? ? OR SITE OR WEBPAGE? ? OR HOMEPAGE? ? OR
 PAGE? ? OR MARKETPLACE? ? OR CONTENT? ? OR RESOURCE? ? OR DAT-
 ABASE? ? OR PORTAL? ?) (5N) S5
 57 6031 (FORECAST? OR PROJECTION? ? OR PREDICT? OR EXPECTATION? ? -
 OR PROSPECTIVE? OR LOOKFORWARD OR LOOK??? (N) FORWARD OR OUTLOO-
 K? ?) (3N) (DATA OR INFORMATION OR SHIPMENT OR SHIPPING OR MARK-
 ET OR TRANSPORT? OR CARGO OR FREIGHT OR PERFORMANCE OR ANALYS-
 IS OR EVALUAT? OR PROFIT? ? OR S1)
 58 401 S1 (20N) S4
 59 0 S8 (20N) S6
 S10 1 S8 (S) S6
 S11 0 S8 (20N) S5
 S12 0 S8 (S) S5
 S13 10 S8 (30N) S7
 S14 944 S1 (20N) S3
 S15 0 S14 (20N) S6
 S16 1 S14 (S) S6
 S17 21 S14 (20N) S7
 S18 0 S17 (S) S5
 S19 47 (S8 OR S14) (10N) (FUTURES OR DERIVATIVES)
 S20 9 S19 (10N) (BUYING OR SELLING OR TRADE OR TRADES OR TRADED OR
 TRADING OR EXCHANG? OR PURCHAS?)
 S21 18 (S2 OR S10 OR S13 OR S16 OR S17 OR S20) NOT PY>2003
 S22 14 RD (unique items)

22/3,K/2 (Item 2 from file: 15)

DIALOG(R)File 15: ABI/Inform(R)

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01915828 05-66820

Evaluating the trade-offs: A comparison of modal strategies for enhancing Portmore-to-Kingston travel mobility

Smith, Howard A

Institute of Transportation Engineers. ITE Journal v69n8 pp: 80-82

Aug 1999

ISSN: 0162-8178 Journal Code: TE

Word Count: 557

Text:

...and bridge would be taxed far beyond acceptable limits.

The study assessed the potential contributions-singularly and in
 combination-of roadway, bus on roadway, suburban **rail** and passenger
 ferry **options**. Potential patronage was **forecast** for the
different public-transport modes. Capital and
 operating costs were estimated for all improvement **options**.
 Financial appraisals were prepared for **rail** and ferry services as
 these would be undertaken as private-sector initiatives. Economic
 evaluation was carried out for all schemes.

22/3,K/3 (Item 3 from file: 15)
DIALOG(R)File 15: ABI/Inform(R)
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01855823 05-06815

U.S. fuels mix to change in the next 2 decades

Bensabat, Louella E
Oil & Gas Journal v97n28 pp: 46-53
Jul 12, 1999
ISSN: 0030-1388 Journal Code: OGJ

Word Count: 3227

Text:

...natural gas and onboard fuel-cells for electric-power generation.
There are several alternatives for integrating these two elements into the overall fuels supply and **transportation** industry. These **alternatives** carry **various** technological barriers and economic hurdles but contribute to the **projection** of the road **transportation** fuels mix to 2020.

SqF options

Supply options can be broken down into four stages to fuel a vehicle:

Raw energy source
Fuel-production method
Distribution infrastructure
Propulsion technology.
Fig. 1...

22/3,K/4 (Item 4 from file: 15)
DIALOG(R)File 15: ABI/Inform(R)
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00726345 93-75566

Conference Review: Quality Concerns for Management

Wilkinson, Adrian; Witcher, Barry
International Journal of Quality & Reliability Management v9n2 pp: 64-68
1992

ISSN: 0265-671X Journal Code: IJQ

Word Count: 1839

Text:

...balance demand from customers and the ability of the service-delivery system to satisfy demand. This requires an understanding both of the nature of demand **forecasting** and of the **options** for managing **capacity** to meet the expected demand. Sasser[2] has suggested **two basic strategies** for managing capacity in services of "level", where capacity is limited and the focus is an influencing demand to be in line with capacity; and...

22/3,K/7 (Item 3 from file: 9)
DIALOG(R)File 9: Business & Industry(R)
(c) 2009 Gale/Cengage. All rights reserved.

01312982 Supplier Number: 23964930 (USE FORMAT 7 OR 9 FOR FULLTEXT)

DuPont Sells Power in Pennsylvania

(The Pennsylvania Public Utility Commission has granted a license to DuPont Power Marketing to sell electricity)

Chemical Week , v 159 , n 27 , p 36

July 16, 1997

Document Type: Journal **ISSN:** 0009-272X (United States)

Language: English **Record Type:** Fulltext

Word Count: 198 (USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:

...oil and energy subsidiary Conoco to reduce the companies' own energy costs, which average \$350 million/year in the U.S. The company markets and **trades** electricity **several ways**, including **purchasing** blocks of **capacity** and **trading** **futures** and **options** on the New York Mercantile **Exchange**.

DPM says industrial and commercial customers will benefit most from deregulated energy markets because they will be able to buy wholesale electricity at lower prices...

22/3,K/9 (Item 1 from file: 624)

DIALOG(R)File 624: McGraw-Hill Publications

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0120618

SPEAKERS FOR END-USER, PRODUCER DISAGREE OVER LONG-TERM PRICING

Inside FERC's Gas Market Report, Pg 12

March 31, 1989

JOURNAL CODE: GMR

SECTION HEADING: Supply **ISSN:** 8756-3711

WORD COUNT: 939

TEXT:

...about the contract, Jordan suggested, as a means of determining that the risk is shared.

Wielgus said that buyers need "an expanded menu" of contract **options** from both suppliers and **transporters**. He added that "we'd like to see" gas-**futures** **trading** as a **means** of resolving the **different** price expectations of buyers and sellers.

Wielgus also urged gas users to maintain and expand alternate-fuel capability. He said that Frito-Lay, which burns...

22/3,K/10 (Item 1 from file: 636)

DIALOG(R)File 636: Gale Group Newsletter DB(TM)

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03798211 **Supplier Number:** 48233330 (USE FORMAT 7 FOR FULLTEXT)

WASHINGTON: MARKEY OPPOSES PLANNED CBOT DOW JONES FUTURES

Wall Street Letter , v 30 , n 3 , p N/A

Jan 19 , 1998

Language: English **Record Type:** Fulltext

Document Type: Newsletter ; Professional Trade

Word Count: 302

Supplier Number: (USE FORMAT 7 FOR FULLTEXT)

Text:

...Markey (D-Mass.) is telling the Securities and Exchange Commission to stick to its guns on a controversial decision to deny the Chicago Board of Trade's request to trade futures on the Dow Jones transportation and utility averages. Markey's position, spelled out in a Jan. 12 letter to SEC Chairman Arthur Levitt, comes as the Commission must set a...

22/3,K/11 (Item 1 from file: 16)

DIALOG(R)File 16: Gale Group PROMT(R)

(c) 2009 Gale/Cengage. All rights reserved.

07369706 **Supplier Number:** 59520792 (USE FORMAT 7 FOR FULLTEXT)

U.S. FUELS MIX TO CHANGE IN THE NEXT 2 DECADES.(Illustration)(Statistical Data Included)

Bensabat, Louella E.

The Oil and Gas Journal , v 97 , n 28 , p 46

July 12 , 1999

Language: English **Record Type:** Fulltext

Article Type: Illustration; Statistical Data Included

Document Type: Magazine/Journal ; Trade

Word Count: 3850

...natural gas and onboard fuel-cells for electric-power generation.

There are several alternatives for integrating these two elements into the overall fuels supply and transportation industry. These alternatives carry various technological barriers and economic hurdles but contribute to the projection of the road transportation fuels mix to 2020.

Supply options

Supply options can be broken down into four stages to fuel a vehicle:

- * Raw energy source
- * Fuel-production method
- * Distribution infrastructure
- * Propulsion technology.

Fig. 1...

22/3,K/12 (Item 1 from file: 148)

DIALOG(R)File 148: Gale Group Trade & Industry DB

(c) 2009 Gale/Cengage. All rights reserved.

02301502 **Supplier Number:** 03613030

Two futures exchanges air plans; freight rate contract to be offered in March. (by International Futures Exchange Bermuda Ltd.)

Simon, Howard; Cabral, Valerie J.

Journal of Commerce and Commercial , v363 , p1A(2)

Jan 24 , 1985

ISSN: 0361-5561

Language: ENGLISH

Record Type: CITATION

Two futures exchanges air plans; freight rate contract to be offered in March. (by International Futures Exchange Bermuda Ltd.)

22/3,K/13 (Item 2 from file: 148)

DIALOG(R)File 148: Gale Group Trade & Industry DB

(c) 2009 Gale/Cengage. All rights reserved.

02301042 **Supplier Number:** 03612541

Two exchanges plan contracts on dollar, ocean- freight rates; futures would offer hedge against currency moves and rising shipping costs. (New York Cotton Exchange, International Futures Exchange)

Hughes, Kathleen A.; Sullivan, Allanna

Wall Street Journal , Thu ed , col 4 , p24(W) p20(E)

Jan 24 , 1985

CODEN: WSJOAF

ISSN: 0193-2241

Language: ENGLISH

Record Type: CITATION

Two exchanges plan contracts on dollar, ocean- freight rates; futures would offer hedge against currency moves and rising shipping costs. (New York Cotton Exchange, International Futures Exchange)

22/3,K/14 (Item 1 from file: 637)

DIALOG(R)File 637: Journal of Commerce

(c) 2009 UBM Global Trade. All rights reserved.

Tanker Freight Futures Trading Planned In London

JOURNAL OF COMMERCE (JC) - May 14, 1991

By: Knight-Ridder Financial

Edition: Five Star **Section:** MARITIME **Page:** 8B

Word Count: 469

Text:

London **Futures** and Option **Exchange** outlined **plans** Monday for two **tanker freight futures** contracts.

Tanker freight futures last **traded** for 10 months in 1986.


The proposed contracts must be approved by the **Futures** and Option **Exchange**, or **FOX**, board of directors.

V. Additional Resources Searched

A. Nexis

No Documents Found For:

Search Terms: (((freight OR CARGO OR TRANSPORTATION OR SHIPPING OR TANKER) W/3 (DERIVATIVES OR FUTURES OR ((FUTURE OR FORWARD) PRE/1 (AGREEMENT* OR CONTRACT*)))) W/10 (PURCHASE OR TRADE OR TRADES OR TRADING OR EXCHANGE! OR BUY OR BUYS OR BUYING OR SELLING)) W/30 ((multiple OR two OR several OR dual OR many OR numerous OR combination* OR different OR various OR disparate OR separate OR multi) W/3 (mode OR modes OR modal OR modus OR method OR methods OR means OR alternative*)) W/4 (transport! OR travel! OR shipment* OR shipped OR shipping OR ship OR ships OR move OR moves OR moving OR haul!))) and DATE{<2003-03-25}

Source:  News, All (English, Full Text)

(((freight OR CARGO OR TRANSPORTATION OR SHIPPING OR TANKER) W/3 (DERIVATIVES OR FUTURES OR ((FUTURE OR FORWARD) PRE/1 (AGREEMENT* OR CONTRACT*)))) W/10 (PURCHASE OR TRADE OR TRADES OR TRADING OR EXCHANGE! OR BUY OR BUYS OR BUYING OR SELLING)) W/20 (FORECAST! OR PROJECTION* OR OUTLOOK* OR PREDICT! OR EXPECTATION!))

Lloyd's List
April 15, 2002

New way of trading gains an advocate in Gretton

SECTION: Pg. 13

LENGTH: 172 words

Many owners have been reluctant to consider using the kind of financial instrument that might be common in other sectors of industry.

This week in Rotterdam, Jim Gretton of Global Freight Forwards will be the case for a view of the tanker owner, that of portfolio

Mr Gretton is participating in an open market session on the international oil and tanker markets and will tell those present that there is an alternative to the more traditional and more reactive way of approaching the tanker market.

The manager of a tanker portfolio will consider his business in terms of exposure to the spot market and evaluating when he is long or short the market.

The purchase or sale of freight forward agreements has, Mr Gretton says, the same effect as time chartering in or out besides being more readily available and for a shorter period.

Selling a freight forward agreement also means you keep control of your physical ships whereas time may create a Mr Gretton predicts a bright future for such agreements.

Markets: Liffe: New futures contracts planned

BYLINE: By JENNIE HARRIS

SECTION: Pg. 4

LENGTH: 645 words

NEW freight futures contracts, to complement the existing Biffex, are scheduled for launch by August, 2000.

The new contracts, possibly three or more in total, will be traded on the London International Financial Futures Exchange's electronic trading system, LiffeConnect.

William Smit, head of non-financial products at Liffe, told Lloyd's List: 'We are going to be looking at creating different markets using handys, capesizes and forward freight agreements.' Research on the possible new freight futures contracts is expected to start in November and the relative speed at which they will be launched is due to Liffe's new electronic trading system.

The Connect system has already proved its popularity through its use for Liffe's short-term interest rate futures.

Subsequently, if the new freight futures contracts can be established on the electronic trading system before August next year, Mr Smit is keen to do so.

'The move to add these new freight futures contracts is only possible now we have the electronic system,' said Mr Smit.

Liffe is eager to tap into further freight futures contracts in an attempt to cover the large potential of the shipping market.

'It will be relatively easy to establish them and I would be quite happy to launch all three at the same time.

'The move will not detract from Biffex. Instead it will give much more added value.' The Biffex commodity advisory group, consisting of industry experts and users, has already shown enthusiasm for the new contracts.

'We will start with the opinions of the commodity advisory group and ask them to direct us,' said Mr Smit.

The project also has the full backing of the Baltic Exchange. Jim Buckley, Baltic Exchange chief executive, said: 'We are keen to push our data out to the widest possible audience.

'We hope banks and other such organisations will get acclimatised to the information and pull it into their portfolios, creating a risk matrix.' Work on the new contracts will include decisions on which indices or parts of indices to promote.

Once agreement has been reached the chosen freight contracts will be placed simultaneously on the electronic system.

'It might not be straight capesizes,' said Mr Smit.

'It may be the average of four capesize routes.

'For example, the Baltic International Tanker Routes could have futures trades based on individual routes.' At the moment the potential cost of the project is unknown.

But, as the new contracts will utilise the new Liffe electronic system, the set-up costs will be much less than for open outcry trading.

'We will have set opening times on the electronic system, and access to the system will be via brokers, or from Liffe licensed software,' said Mr Smit.

The idea is that the project will hit the ground running.

Mr Smit, the first head of non-financial products to be appointed by Liffe since the London Commodity Exchange merger in 1996 has a clear electronic view of the future.

'In the future I envisage that traders will have a small portfolio, a Biffex risk portfolio, for example,' he said.

'It could include futures based on three indices and a couple of forward freight agreements.

'I hope in the future brokers and traders will be able to pull all markets together on their screens - for example, sugar physical, sugar futures, weather futures, freight physical and futures to make more informed decisions.' Mr Smit's forecast is already in its formative stages as users of freight futures and over-the-counter trades are coming round to the idea that regulated exchanges and clearing houses are not such a bad idea.

In fact, with over-the-counter trades being shaken from time to time over payment defaults, Mr Smit has yet another idea: 'In the future why not put physical forward freight agreements through the clearing house for security?' he asked.

Lloyd's List
September 8, 1999

Special Report - London Shipbroking: Physical market slows progress of freight futures trading: Forward freight agreement trading is one of the success stories of shipbroking in recent years and despite modest forecasts for 1999, the move to divide the BFI is expected to help greatly in its continued expansion

BYLINE: By JENNIE HARRIS

SECTION: Pg. 8

LENGTH: 1085 words

FORWARD freight agreement trading continues to move from strength to strength, but due to the poor state of the physical market this year's results are expected to be just below 1998 levels.

The projected worth of 1999's FFA trading is difficult to judge but Ian Bland, chairman of the Forward Freight Agreement Brokers Association (FFABA), estimates the value of trades in 1999 to be 10% less than 1998.

'I estimate the value of trades to be 10% less than last year but the actual number of trades to be very similar or even a shade more.' With the 1998 FFA trade calculated at around Dollars 1.25bn worldwide, there are several reasons why the value of this year's FFA trading should be less.

The first is that the physical market has been slightly lower during the first six months of 1999. Mr Bland has calculated that on average US Gulf-Japan freight rates have been Dollars 1.20 per tonne lower. He also cites the increase in time charter deals and options during the January-June term which boosted the number of lower-value deals.

Moreover, trading interest in the FFA market has been much more volatile in terms of volume per month this year.

'During 1998, monthly volumes were steady and flat, whereas this year there were double the number of deals in January than June. It has been a much patchier market,' said Mr Bland.

While the FFABA and broking houses encompassed within the association are continually looking for new contracts to trade, at present there is nothing of striking note in the pipeline. However, the relatively recent move to divide the Baltic Freight Index into the Baltic Panamax Index and Baltic Capesize Index has helped the market, he added.

'We are continually looking for new products - the new capesize routes are helping as they complete the picture.' In fact, in terms of interest, Mr Bland stated that the capesize and handy FFA trades have expanded in terms of volume, more so than the panamaxes this year.

Therefore, while there may not be any new products waiting to come on to the market, this expansion means that new entrants are joining the existing core of FFA traders.

In terms of updating and developing the FFA market, the FFABA will produce a new FFA contract in the autumn in order to improve consistency for traders, regardless of the route used.

It also plans to launch a new user-liaison group and to issue a draft guidance manual for panellists at the Baltic Exchange Futures Forum on September 21.

While convinced that the FFA market is one way forward for hedging, whether it is the only way forward remains to be seen, said Mr Bland.

'Fixing ships on period will never go away as the most basic form of hedging. However, there are a growing number of physical contracts that are set against the Baltic Indices already,' he added.

For example, the dry bulk market is increasingly using a system well known in the tanker market, where a forward physical contract is agreed but the freight is left floating until the prevailing spot rate is known at a later agreed date.

'This type of deal is expanding. It is neither Biffex or FFAs. It is bulk carrier hedging - but often bounces back into using FFAs or Biffex as well,' said Mr Bland.

Meanwhile, declining volumes on Biffex have been hard to ignore, but Mr Bland believes that while speculative interest is slackening, hedging is very much still there.

The reduction in Exchange-traded freight futures would be true of any commodity sector with a depressed physical market, he noted.

However, the sporadic moves of interest on the physical market have not helped the Biffex this year as speculators prefer long trends.

'While the Biffex does to a large extent eliminate the counterparty risk of FFAs, for this reason alone some will always prefer it, but then again the Biffex does not have the specificity of FFAs.' He added: 'There is plenty of potential volume on the Biffex outside present levels. FFAs rely on Biffex to establish fair rates for forward months. I personally think Biffex volumes have reached the bottom and will now start to lift back up.' The move to use the Baltic Panamax Index for settlement instead of the combined panamax and capesize index, the Baltic Freight Index, should be a positive move for Biffex when the changeover occurs in November. Critics of Biffex have noted that panamax operators use the Exchange-traded freight futures more than others for hedging, and this move would seem to direct the market towards the specialists' interests.

However, the move is unlikely to solve all Biffex's problems.

'It should make for a more interesting time, and help trading levels but there is still the fundamental requirement of a steadier physical market,' said Mr Bland.

While trading interest on the dry cargo FFA market continues to rise, the tanker market has yet to fully embrace the opportunities provided by hedging on the Baltic International Tanker Routes (BITR).

Mr Bland pointed out that the BITR is largely used as a hedging tool.

'It is lacking a serious speculative element which dry cargo has. Usage outside FFAs is large but impossible to gauge; the information is certainly taken by research people, shipyards, bankers, lawyers and insurance to keep track of the market.' However, it is still a young immature contract and there have been thoughts of changing some route elements in order to encourage further activity.

This, however, does not include the actual routes themselves, which are very popular on the physical market.

Even so, the FFABA has considered changing the BITR FFA contract size to reduce the potential money at risk.

While the BITR may or may not be altered over time, the FFA brokers are still finding it difficult to capture the enthusiasm of the tanker majors.

'Trading tanker FFAs is not as widely accepted as their dry cargo cousins, but it may come, hopefully. No one has unlocked the key yet. We (brokers) have all achieved partial success but it is not as dynamic as the dry cargo, yet.' This said, ever watchful of related progress Mr Bland has one eye on the new IPE oil futures contract which may overlap into the FFA business. He also has ideas about the possible advantages to be gained in phrasing a cents-per-barrel trade. This might attract a different branch of the oil trading sector which is so far untapped.

'In all, it has not been a year of fireworks but steady progress is no bad thing,' concluded Mr Bland.

Lloyd's List
February 6, 1998

Shipbroking post-millennium: Shipbroking practice has experienced many subtle changes over the years, but as Clarkson Securities director Philippe Van den Abeele (right) talked to Jennie Harris it became clear that he believed the next decade of broking would evolve through the extended use of freight derivatives and financial tools

BYLINE: By JENNIE HARRIS

SECTION: Pg. 5

LENGTH: 1113 words

Over the next few years a fundamental evolution will take place in the way shipbrokers operate, and affect their relative success in the market, believes Philippe Van den Abeele, director of Clarkson Securities.

'The day-to-day broking of fixing a ship is going to become almost irrelevant to the revenues of a shipbroking company over the next five to ten years,' forecasts Mr Van den Abeele, causing shipbrokers to diversify into more risk associated enterprises in order to retain business. Not surprisingly, Mr Van den Abeele thinks that the recent escalation in freight derivatives will be at the forefront of this shipbroking reformation.

High-class analysis, full use of the financial tools available to the market, such as the well-established Biffex and forward freight agreements, will all feature prominently in the future, believes Mr Van den Abeele, along with more sophisticated financial instruments.

'In order to survive, a shipbroker will have to change its stance on risk. The market is becoming, and will become, more sophisticated,' said Mr Van den Abeele. Over the next decade he predicts that the shipbroking operation will drastically change.

Simplistically, clients will become more inclined to ask their shipbrokers to take a more proactive attitude. Opinions will be sought, justification demanded and proof in the form of documentation deemed essential. 'We are talking about expertise, research, freight analysis,' said Mr Van den Abeele.

Subsequently, he is of the opinion that shipbrokers will have to either form an association with an existing derivatives trading broker or develop their own entities.

Even though Mr Van den Abeele does not expect the emergence this year of many new broking desks solely generated to trade freight derivatives, he forecasts that in five or ten years time there could be a lot more.

But the evolution has already started. Even those who do not choose to create a separate entity for their derivatives trading could well find that they need to have specialist freight analysts working with the dry bulk physical brokers. Clarkson's have already placed such experts with each of their trading desks. These market astute analysts exist purely to service clients through market reports - feasibility studies of client specific projects - all in a separate fee charging business.

Other shipbrokers could also find that it becomes imperative to integrate physical and freight derivative business.

'You can generate physical business by integrating a forward freight agreement price. As a result, more and more brokers will pass the Securities and Futures Association exams so that they can trade the derivatives in combination with their physical business. Natural evolution again,' said Mr Van den Abeele.

This re-focus would fundamentally change the structure of shipbroking, with companies having to re-direct their resources. The result being that derivatives and high-class analytical research will be at the forefront of the commission and fee charging business rather than just through ship fixtures.

'There are enough things going on in the world that need these proper feasibility studies. For example, with banks and major institutions where the analysis of the freight market will be fundamental in making their loan projects work,' said Mr Van den Abeele

H

however, he advises caution,

and suggests that shipbrokers

take a long hard look at the

risks involved against the benefits.

'There is a fine line in having to stick your neck out in order to commercially survive as a shipbroker in so far as voicing an opinion. But you have to be aware of how far you can go in expressing an opinion before you get involved in legal suits. But in my mind the shipbrokers that are going to be successful will be those who are willing on a general level to increase their risk.'

Inevitably, he says, more regulation will accompany this shipbroking evolution.

'Backing up the SFA regulations is our P&I cover, in case someone starts to sue us for brokers misrepresentation, negligence, whatever. But it is a mixture of the two to make sure you are whiter than white. The insurance cover will only work if all the regulations and rules have been followed in the first place.'

Even so, broking freight derivatives does leave a company vulnerable to those that do not really understand the process.

'The only case where I think we brokers are a little bit vulnerable is where people have taken an opinion on board, have acted on it and then are trying to blame you for it. At the end of day we state very clearly that were are not gaining financially if we get it right, we just get our commission. So it is a real principal to principal contract.'

Despite the re-focus of shipbroking activity, Mr Van den Abeele is of the opinion that in a decade from now dry cargo forward freight agreements will still be leading the field as far as day to day business is concerned, whether it is panamax, handysize or capesize paper markets.

However, he added that he would be happily surprised if in five years time the tanker forward freight agreement market, which is still in its development stages, had emerged into a huge business.

Even so, the lack of a trading futures index is expected to hamper the tanker freight derivatives market, a fate also suffered by the Baltic Handy Index.

But even though traded futures indexes are considered useful in market transparency terms, Mr Van den Abeele conceded that tanker indexes were an extremely difficult animal to tame.

'It was tried in 1986 and failed dramatically because VLCC rates do not react the same as the other sectors.'

I

* the case of the Baltic Handy In-

dex, a futures was considered a

long way off.

'The Handy Index that we have got is fine, and to create a futures market off that would be a bad idea. I think it is way too early, and I do not think Liffe is ready to take it on.'

This said, any moves to close the Biffex market would be disastrous to the panamax and capesize forward freight agreement market, said Mr Van den Abeele.

'The whole forward freight agreement market would lose a lot of transparency without the Biffex, because a lot of our pricing of freight derivatives is related on what the Biffex shows. No one likes trading blind.'

In conclusion, Mr Van den Abeele believes that the key to the future is professionalism on the desk. Unfortunately, younger brokers eager to learn the derivatives profession have a problem. They will be the pioneers in their individual companies as, typically, there will be no one to guide them.